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Agenda - Final

Wednesday, January 18, 2023

10:30 AM

To give written or live public comment, please see the top of page 4

Planning and Programming Committee

*Ara J. Najarian, Chair
Karen Bass, Vice Chair
James Butts
Jacquelyn Dupont-Walker
Fernando Dutra
Hilda Solis
Gloria Roberts (Interim), non-voting member
Stephanie Wiggins, Chief Executive Officer*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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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 January 18, 2023; 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.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo solo se pueden dar por telefono.
La Reunion de la Junta comienza a las 10:30 AM, hora del Pacifico, el 18 de Enero de 2023.
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Written Public Comment Instruction:

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

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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5, 6, 7, 8, and 9.

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

CONSENT CALENDAR

5. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

[2022-0824](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. AE51242000 with Cordoba/HNTB Design Partners, Inc. to continue advanced conceptual engineering support in the amount of \$17,958,254, increasing the total current contract value from \$17,556,103 to \$35,514,357 and extend the period of performance from February 28, 2023 to June 30, 2024.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification Change Order Log](#)

[Attachment C - DEOD Summary](#)

[Presentation](#)

6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - ARROYO VERDUGO SUBREGION

[2022-0737](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of an additional \$3,537,374 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Modal Connectivity and Complete Streets Projects, as shown in Attachment A;
2. Programming of an additional \$8,848,631 within the capacity of Measure M MSP - Transit Projects, as shown in Attachment B;
3. Reprogramming of one previously awarded project in the Measure M MSP - Active Transportation Projects, as shown in Attachment C;
4. Inter-program borrowing and programming of \$1,000,000 from the Subregion's Measure M MSP - Modal Connectivity and Complete Streets Projects to the Measure M MSP - Highway Efficiency, Noise

Mitigation and Arterial Projects, as shown in Attachment D; and

- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - Modal Connectivity and Complete Streets Project List](#)
 [Attachment B - Transit Project List](#)
 [Attachment C - Active Transportation Project List](#)
 [Attachment D - Highway Efficiency Noise Mitigation and Arterial Project List](#)

**7. SUBJECT: TRANSPORTATION COMMUNICATION NETWORK
 ENVIRONMENTAL IMPACT REPORT**

[2022-0838](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Transportation Communication Network (TCN) Project;
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090;
- C. ADOPTING, in accordance with CEQA, the:
1. Findings of Fact;
 2. Mitigation Monitoring and Reporting Program; and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

Attachments: [Attachment A - Locations](#)
 [Attachment B - Findings of Fact](#)
 [Attachment C - Mitigation Monitoring and Reporting Program](#)
 [Attachment D - Notice of Determination](#)
 [Presentation](#)

8. **SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS UPDATE**

[2022-0576](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$18,928,000 in additional programming and funding changes within the capacity of the Measure R Multimodal Highway Subregional Programs (see Attachment A for updated project list):
- Las Virgenes Malibu Operational Improvements
 - Gateway Cities I-605 Corridor “Hot-Spots” Interchange Improvements
 - Gateway Cities I-710 South Early Action
 - North Los Angeles County SR-138 Safety Enhancements
 - North Los Angeles County I-5/SR-14 Safety Enhancements
 - South Bay I-405, I-110, I-105 & SR-91 Improvements
- B. APPROVING the deobligation of \$26,892,000 of previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects;
- C. DELEGATING the Chief Executive Officer or their designee the authority to:
1. Amend Measure R funding Agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 2. Administratively extend funding agreement lapse dates for Measure R funding agreements to meet environmental, design, right-of-way, and construction time frames; and
- D. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for the Board-approved projects.

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

9. **SUBJECT: SR-57/SR-60 INTERCHANGE IMPROVEMENTS PROJECT**

[2022-0805](#)

RECOMMENDATION

APPROVE the funding agreement with the San Gabriel Valley Council of Governments in the amount of \$293,590,000 for the State Route (SR) -57/SR-60 construction phase.

Attachments: [Attachment A - Funding and Expenditure Plan](#)

NON-CONSENT

- 10. SUBJECT: STATE OF CALIFORNIA ASSEMBLY BILL 180 GRANT APPLICATIONS**

[2022-0847](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING a report on Metro's upcoming applications for funding appropriated by Assembly Bill (AB) 180 to the California State Transportation Agency (CalSTA) for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 and High-Priority Grade Crossing Improvement and Separation Projects as prioritized in Attachment A;
- B. APPROVING the programming and expenditure of \$8.5 million of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan to be repurposed as a local match for a TIRCP Cycle 6 grant application to be submitted by the High Desert Corridor Joint Powers Authority (HDCJPA) and to leverage other state and federal funds for advancing HDMC project needs; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to request from the Federal Transit Administration (FTA) approval for entry into the Project Development Phase of the Capital Investment Grants (CIG) Program for the Locally Preferred Alternative (LPA) of the Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project to meet CalSTA's TIRCP Cycle 6 eligibility requirement.

Attachments: [Attachment A - Proposed Projects for California AB 180 Grant Applications](#)
 [Attachment B - Major Metro Projects Ineligible for Project Dev. Reserve Grants](#)
 [Presentation](#)

- 11. SUBJECT: METROLINK ANTELOPE VALLEY LINE CAPITAL AND SERVICE IMPROVEMENTS**

[2022-0772](#)

RECOMMENDATION

CONSIDER:

- A. EXECUTING a Funding Agreement (FA) with the Southern California Regional Rail Authority (SCRRA) in the amount of \$16,563,581 for final design services for the Antelope Valley Line - Capital and Service Improvements Project (Project) to a 60% design level; and

-
- B. AUTHORIZING the CEO or their designee to negotiate and execute all agreements necessary to implement the Project.

Attachments: [Attachment A - TIRCP Grant & Programming of Funds for AVL Cap. & Srv Imp.](#)
 [Attachment B - NCTC Letter of Intent to Commit Addtl. MSP Funds April 2023](#)
 [Presentation](#)

12. **SUBJECT: OFFICE OF INSPECTOR GENERAL CEQA STREAMLINING REPORT** [2022-0704](#)

RECOMMENDATION

RECEIVE AND FILE Office of the Inspector General California Environmental Quality Act Streamlining Report and Recommendations.

Attachments: [Attachment A - Metro OIG CEQA Streamlining Report](#)
 [Attachment B - Management Comments](#)
 [Presentation](#)

13. **SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS** [2022-0692](#)

RECOMMENDATION

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

- SUBJECT: GENERAL PUBLIC COMMENT** [2022-0871](#)

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 #: 2022-0824, **File Type:** Contract

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2023

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. AE51242000 with Cordoba/HNTB Design Partners, Inc. to continue advanced conceptual engineering support in the amount of \$17,958,254, increasing the total current contract value from \$17,556,103 to \$35,514,357 and extend the period of performance from February 28, 2023 to June 30, 2024.

ISSUE

This is a request to authorize additional funds for engineering professional services under Contract No. AE51242000. A Contract Modification is necessary to continue Advanced Conceptual Engineering (ACE) for high-risk project elements and to continue coordination with key Metro departments and stakeholders in order to move the project toward the selection of the project delivery method. Advancing this engineering work, such as geotechnical investigation, utility identification, and tunneling analysis, will help to mitigate risks for the project which could have a detrimental effect on the overall cost and schedule, and provide the engineering information required for Metro to finalize the selection of the eventual project delivery method.

BACKGROUND

Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension from the existing Metro L (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. At the December 2022 Board meeting (Agenda Item 2022-0684), the Board approved the Locally Preferred Alternative (LPA) to Greenwood Station with design options, and authorized staff to also include in the final environmental impact report the full Project alignment to Whittier per California Environmental Quality Act (CEQA). The project will also reinstate the National Environmental Policy Act (NEPA) to pursue federal funding.

Consistent with previous Board requests and staff responses in February and April, 2022 respectively, and as environmental work proceeds, the advancement of engineering activities is needed to minimize future risks and move the project toward the selection of the delivery method.

Board approval is needed for engineering services per Modification No. 5, to Contract No. AE51242000, with Cordoba/HNTB Design Partners, Inc. to advance engineering support. This effort will focus on high-risk project elements that will benefit from early design and coordination, including ongoing coordination with program management, geotechnical and subsurface/tunneling analysis, identification of utility conflicts, hazardous material evaluation, and right-of-way updates.

DISCUSSION

To support the project into the next phase, it is critical that Metro advance engineering and utility-related work, among other strategies, to help streamline preconstruction-related work and identify/mitigate risks. A contract modification is needed to advance engineering support services that will help inform further development of the project scope, schedule, and budget. Advancement of work related to items such as utility conflicts and relocations, right-of-way acquisition, and permitting/construction requirements with third-party agencies are critical next steps of the project development. Engineering activities that will be completed as part of this contract modification include further geotechnical and utility investigation, as well as exploration, refining, and confirming significant project scope design elements. Advancement of these activities also supports advancement of third-party coordination with agencies and utility owners which is anticipated to begin later this year.

Additionally, the team will continue studying various project delivery methods in conjunction with Program Management and the Early Intervention Team and will continue to evaluate and define risks in accordance with Metro and FTA risk analysis and risk register requirements.

Risks

Not pursuing engineering activities and deferring this work to a later phase in the project development, would likely increase cost and schedule risks for the project.

DETERMINATION OF SAFETY IMPACT

Approval of the contract modification will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY 2022-23 budget contains approximately \$8 million in Cost Center 4310 (Mobility Corridors), Project 460232 for professional services. Since this is a multi-year contract modification, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action will be Measure R 35% Transit Capital funds dedicated for this project. These funds are not eligible for Bus and Rail Operations.

EQUITY PLATFORM

Approving the execution of the contract modification will support the anticipated benefits of the proposed Project and not result in any harm or unintentional burdens. This action will allow further

engineering exploration and analysis of high-risk project elements that could minimize or mitigate impacts along the alignment. This action will help streamline project delivery for the proposed project, which aims to provide high-quality transit to historically underserved and equity focus communities.

The engineering consultant's DBE made a 54.91% Disadvantaged Business Enterprise (DBE) commitment. The current level of DBE participation is 52.46%. Based on the contract's completion level, there is a shortfall of 2.45% due to not initiating work on the last remaining task in the contract. The last task is to support the project's Final Environmental Impact Report phase, which is scheduled to begin in early 2023. The last task in the contract will activate three (3) DBE subcontractors that have not started work. These subcontractors are responsible for drilling, lab work, and design which are a priority for this contract modification. The consultant has included six (6) DBE subcontractors to perform the proposed modification.

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 may decide not to approve the contract modification; however, this is not recommended as it may delay the subsequent project phases and would increase future project risks would negatively impact the overall project costs.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 5 to Contract AE51242000 with Cordoba HNTB Design Partners, Inc. for engineering activities and commence work as discussed in this report.

ATTACHMENTS

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

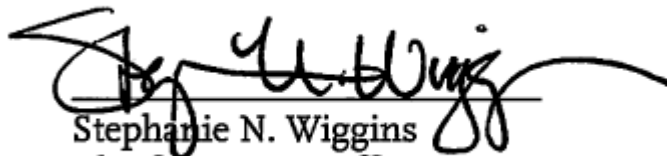
Prepared by: Jenny Cristales-Cevallos, Senior Director, Countywide Planning & Development, (213) 418-3026
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Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2 – A.C.E. DESIGN/URBAN
DESIGN SERVICES/AE51242000

1.	Contract Number: AE51242000			
2.	Contractor: Cordoba HNTB Design Partners, Inc.			
3.	Mod. Work Description: Continue advanced conceptual engineering support for high-risk project elements and extend the period of performance through 6/30/2024.			
4.	Contract Work Description: Advanced conceptual engineering design/urban design services for the Eastside Transit Corridor Phase 2 Project.			
5.	The following data is current as of: 12/01/2022			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	10/25/2018	Contract Award Amount:	\$15,365,829
	Notice to Proceed (NTP):	11/07/2018	Total of Modifications Approved:	\$2,190,274
	Original Complete Date:	11/06/2021	Pending Modifications (including this action):	\$17,958,254
	Current Est. Complete Date:	06/30/2024	Current Contract Value (with this action):	\$35,514,357
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033	
8.	Project Manager: Jenny Cristales-Cevallos		Telephone Number: (213) 547-4256	

A. Procurement Background

This Board Action is to approve Contract Modification No. 5 issued to continue engineering services for high-risk project elements of the advanced conceptual engineering design/urban design services for the Eastside Transit Corridor Phase 2 Project. This Contract Modification also extends the period of performance from February 28, 2023 through June 30, 2024.

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

On October 25, 2018, the Board awarded firm fixed price Contract No. AE51242000 to Cordoba HNTB Design Partners, Inc. in the amount of \$15,365,829 to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinited environmental clearance study.

A total of 4 modifications have been executed 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 (ICE), cost analysis, technical analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$15,402,346.

Proposal Amount	Metro ICE	Negotiated Amount
\$33,360,600	\$13,421,171	\$17,958,254

The variance between the ICE and negotiated amount is due to additional design needs to be addressed based on the results of exploratory tasks included in the scope of work, such as geotechnical, utilities, and tunneling. The findings from these tasks may require revisiting and/or revising the Advanced Conceptual Engineering design to make adjustments to avoid and/or reduce key risks.

CONTRACT MODIFICATION/CHANGE ORDER LOG

EASTSIDE TRANSIT CORRIDOR PHASE 2 – A.C.E. DESIGN/URBAN
DESIGN SERVICES/AE51242000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Additional scoping meetings and associate work.	Approved	03/12/2020	\$24,909
2	Proceed with one build alternative including additional refinements, reallocation of tasks no longer required due to withdrawal of SR60 and combined alternative from further study and extend period of performance (POP) through 11/7/22.	Approved	02/11/2021	\$2,165,365
3	No cost POP extension through 12/30/22.	Approved	08/25/2022	\$0
4	No cost POP extension through 2/28/23.	Approved	11/28/2022	\$0
5	Continuation of advanced conceptual engineering for high-risk project elements and extend POP through 6/30/24.	Pending	Pending	\$17,958,254
	Modification Total:			\$20,148,528
	Original Contract:		10/25/2018	\$15,365,829
	Total:			\$35,514,357

DEOD SUMMARY

EASTSIDE TRANSIT CORRIDOT PHASE 2 PROJECT – ADVANCED CONCEPTUAL
ENGINEERING (ACE)/AE51242000**A. Small Business Participation**

Cordoba HNTB Design Partners, A Joint Venture (CHDP) made a 54.91% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 81% complete and the current level of DBE participation is 52.46%, representing a shortfall of 2.45%.

CHPD has a shortfall mitigation plan on file. CHPD contends that the DBE shortfall is a result of not initiating work on the last remaining task in the contract. The last task is to support the project's Final Environmental Impact Report phase, which is scheduled to begin in early 2023. The last task in the contract will activate the three (3) DBE subcontractors that have not started work. These subcontractors are responsible for drilling, traffic control, lab work, and design which are a priority for this contract modification. CHPD included six (6) DBE subcontractors to perform on the proposed modification.

The Diversity & Economic Opportunity Department (DEOD) will continue to monitor CHPD's efforts to meet and exceed its commitment.

Small Business Commitment	DBE 54.91%	Small Business Participation	DBE 52.46%
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Cordoba Corporation	Hispanic American	35.78%	35.26%
2.	D'Leon Consulting Engineers Corporation	Hispanic American	4.02%	3.30%
3.	Diaz Consultants, Inc.	Hispanic American	4.29%	3.65%
4.	Environmental Treatment and Technology dba Advanced Technology Laboratories	Hispanic American	0.60%	0.00%
5.	J&H Drilling, Co., Inc.	Hispanic American	0.42%	0.00%
6.	Lenax Construction Services, Inc.	Caucasian Female	2.35%	2.28%
7.	MLA Green, Inc. dba Studio-MLA	Hispanic American	1.11%	0.57%

8.	V&A, Inc.	Hispanic American	4.19%	3.88%
9.	Wagner Engineering & Survey, Inc.	Caucasian Female	2.15%	2.09%
10.	Vicus LLC	Caucasian Female	Added	1.43%
11.	Synergy Traffic Control, Inc. (formerly E-NOR Traffic Control	Black American	Added	0.00%
Total			54.91%	52.46%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

An illustration of a yellow and grey Metro Rail train with 'Go Metro' and 'M' logos, moving along a track. In the background, there is a city street scene with a multi-story building, palm trees, and various people walking, pushing a stroller, and riding a bicycle. A large yellow tree trunk is on the left side of the frame.

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Planning and Programming

January 18, 2023



Metro

Recommendation

CONSIDER:

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. AE51242000 with Cordoba/HNTB Design Partners, Inc. to continue advanced conceptual engineering support in the amount of \$17,958,254, increasing the total current contract value from \$17,556,103 to \$35,514,357 and extend the period of performance from February 28, 2023 to June 30, 2024.

Engineering Activities

- Benefits of advancing engineering work:
 - Mitigate risks for the project
 - Effect on overall cost and schedule
 - Provide engineering information required to select the project delivery method
- Focus on high-risk project elements and ongoing coordination with program management on the following engineering activities:
 - Geotechnical and subsurface/tunneling analysis
 - Identification of utility conflicts
 - Hazardous material evaluation
 - Right-of-way updates
- This action is consistent with the report back provided to the Board in April 2022 (2022-0274)



Board Report

File #: 2022-0737, File Type: Policy

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2023

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - ARROYO
VERDUGO SUBREGION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of an additional \$3,537,374 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Modal Connectivity and Complete Streets Projects, as shown in Attachment A;
2. Programming of an additional \$8,848,631 within the capacity of Measure M MSP - Transit Projects, as shown in Attachment B;
3. Reprogramming of one previously awarded project in the Measure M MSP - Active Transportation Projects, as shown in Attachment C;
4. Inter-program borrowing and programming of \$1,000,000 from the Subregion's Measure M MSP - Modal Connectivity and Complete Streets Projects to the Measure M MSP - Highway Efficiency, Noise Mitigation and Arterial Projects, as shown in Attachment D; and

B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The update allows the Arroyo Verdugo Subregion and implementing agencies to approve new eligible projects for funding, and revise project schedule and budgets.

This update includes changes to projects that previously received prior Board approvals and funding allocations for new projects. Funds are programmed through Fiscal Year (FY) 2025-26. The Board's

approval is required to update the project lists, which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In May 2019, the Metro Board of Directors approved Arroyo Verdugo Subregion's first MSP Five-Year Plan and programmed funds in: 1) Modal Connectivity/Complete Streets (expenditure line 62); and 2) Transit (expenditure line 65). The Subregion also identified several priority projects that were eligible for the Active Transportation and Highway Efficiency/Noise Mitigation/Arterial Projects (expenditure lines 71 and 83 - funds scheduled to be available in 2033 and 2048, respectively) and elected to borrow from the Modal Connectivity/Complete Streets and Transit Programs to advance those projects. Since the first Plan, staff provided updates to the Board in November 2020 and September 2021.

Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$45.6 million was forecasted for programming for Fiscal Year (FY) 2017-18 to FY 2025-26. The 2021 Board action approved programming of \$28.9 million. Therefore, \$16.7 million was available to the Subregion for programming as part of this update.

DISCUSSION

Metro staff worked closely with the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA), its consultant, and the implementing agencies for this update. To confirm project eligibility and establish the program nexus during project reviews, Metro requested, among other things, detailed scopes of work, project location information, schedules, total estimated expenses, and links between the provided information and funding requests. Staff expects the collection of these project details in advance of Metro Board action to enable the timely execution of project Funding Agreements for approved projects. For those proposed projects with funds programming in FY 2024-25 and beyond, Metro accepted higher level, relevant project details for the review process. Through an annual process, Metro staff will work with the AVCJPA and the implementing agencies to update and refine project details. Those projects are proposed for conditional approval as part of this action. Final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this update include additional programming and reprogramming previously approved projects in the Modal Connectivity/Complete Streets (Attachment A), Transit (Attachment B), Active Transportation (Attachment C) and Highway Efficiency/Noise Mitigation/Arterial (Attachment D) Programs.

Modal Connectivity and Complete Streets Projects (expenditure line 62)

This update includes funding adjustments to four new projects as follows:

Glendale

- Program \$1,876,827 in FY 2024-25 for MM4101.08 - Honolulu Avenue Rehabilitation Project.

The funds will be used for the project's Plans Specification and Estimates (PS&E) and construction phases.

Pasadena

- Program \$837,923 in FY 2024-25 for MM4101.09 - New Traffic Signals and Curb Extension at Sierra Bonita & Orange Grove. The funds will be used for the project's PS&E and construction phases.
- Program \$500,000 in FY 2024-25 for MM4101.10 - Installation of Crosswalk at Washington Boulevard and Hudson Avenue. The funds will be used for the project's construction phase.

South Pasadena

- Program \$322,624 in FY 2022-23 and FY 2023-24 for MM4101.11 - Pedestrian Crossing Devices. The funds will be used for the project's PS&E and construction phases.

Transit Projects (expenditure line 65)

This update includes funding adjustments to one existing and three new projects as follows:

Burbank

- Program \$4,396,987 in FY 2025-26 for MM4102.07 - BurbankBus Zero Emission Bus Purchase. The funds will be used for vehicle purchases.

Glendale

- Program \$2,388,773 in FY 2024-25 for MM4102.08 - Electrification of Beeline Transit Fleet. The funds will be used for the project's construction phase and vehicle purchases.

La Canada Flintridge

- Program \$360,000 in FY 2024-25 for MM4102.09 - Bus Purchase for Fleet Electrification. The funds will be used for vehicle purchases.

Pasadena

- Reprogram and program an additional \$1,702,871 for MM4102.04 - Purchase Replacement Buses, in FY 2019-20 and FY 2024-25. The funds will be used for vehicle purchases.

Active Transportation Projects (expenditure line 71)

This update includes funding adjustments to one existing project as follows:

Glendale

- Reprogram \$5,951,587 as follows: \$74,640 in FY 2020-21, \$80,000 in FY 2021-22, \$200,000 in FY 2022-23 and \$5,596,947 in FY 2023-24 for MM4103.02 - Victory Boulevard Project - Burbank City Limit to River Walk bikeway entrance in Glendale. The funds will be used for the project's PS&E and construction phases.

Highway Efficiency, Noise Mitigation and Arterial Projects (expenditure line 83)

This update includes funding adjustments to three new projects as follows:

South Pasadena

- Program \$200,000 in FY 2022-23 and FY 2023-24 for MM5506.06 - Grevelia Street and Fair Oaks Avenue. The funds will be used for the project's PS&E and construction phases.
- Program \$300,000 in FY 2023-24 and 2024-25 for MM5506.07 - Columbia Street Striping and Signals. The funds will be used for the project's PS&E and construction phases.
- Program \$500,000 in FY 2023-24, FY 2024-25 and FY 2025-26 for MM5506.08 - Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Parkway. The funds will be used for the project's PS&E and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming Measure M MSP funds to the Arroyo Verdugo Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2022-23, \$9.59 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401) and \$6.49 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Transit Program (Project #474102). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Arroyo Verdugo Subregion consists of member agencies from the cities of Burbank, Glendale, La

Canada Flintridge, Pasadena, South Pasadena and the adjacent unincorporated area of Crescenta Valley/Montrose within Los Angeles County. Cities within the defined Arroyo Verdugo subregional boundary of the Measure M programs contain Equity Focus Communities in jurisdictions, including Burbank, Glendale and Pasadena. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. For example, the Orange Grove Avenue widening project described above has been presented to that jurisdiction's planning commission at least six times and project design is intended to improve traffic safety while maintaining a sidewalk pathway and planter median. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

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

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds or project schedule changes for the Measure M MSP projects for the Arroyo Verdugo Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures and may delay the development and delivery of projects.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2022-23. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Modal Connectivity and Complete Streets Project List
Attachment B - Transit Project List

Attachment C - Active Transportation Project List

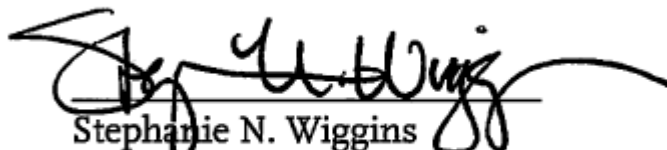
Attachment D - Highway Efficiency, Noise Mitigation and Arterial Project List

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Stephanie N. Wiggins
Chief Executive Officer

Arroyo Verdugo Subregion

Measure M Multi-Year Subregional Plan - Modal Connectivity and Complete Streets Projects (Expenditure Line 62)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Glendale	MM4101.08	Honolulu Avenue Rehabilitation Project *	PS&E Construction	new	\$ -	\$ 1,876,827	\$ 1,876,827					\$ 1,876,827	
2	La Canada Flintridge	MM4101.02	Foothill Blvd. Link Bikeway and Pedestrian Greenbelt	Construction		953,919	-	953,919		953,919				
3	Pasadena	MM4101.03	Avenue 64 Complete Street Project	PS&E Construction		1,800,000	-	1,800,000	300,000	1,500,000				
4	Pasadena	MM4101.04	North Hill Complete Street Project	PS&E Construction		1,500,000		1,500,000	535,020	600,000	364,980			
5	Pasadena	MM4101.06	Pedestrian Crossing Enhancement Program	Construction		236,148		236,148				236,148		
6	Pasadena	MM4101.07	New Traffic Signals for Pedestrian Connectivity	Construction		683,000		683,000				683,000		
7	Pasadena	MM4101.09	New Traffic Signals and Curb Extension at Sierra Bonita & Orange Grove *	PS&E Construction	new	-	837,923	837,923					837,923	
8	Pasadena	MM4101.10	Installation of Crosswalk at Washington Boulevard and Hudson Avenue *	Construction	new	-	500,000	500,000					500,000	
9	South Pasadena	MM4101.11	Pedestrian Crossing Devices	PS&E Construction	new	-	322,624	322,624			200,000	122,624		
Total Programming Amount						\$ 5,173,067	\$ 3,537,374	\$ 8,710,441	\$ 835,020	\$ 3,053,919	\$ 564,980	\$ 1,041,772	\$ 3,214,750	\$ -

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

Arroyo Verdugo Subregion
Measure M Multi-Year Subregional Plan - Transit Projects (Expenditure Line 65)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Burbank	MM4102.01	BurbankBus State of Good Repair - Bus Replacement	Vehicle Purchase		\$ 1,800,000		1,800,000		\$ 1,800,000				
2	Burbank	MM4102.07	BurbankBus Zero Emission Bus Purchase *	Vehicle Purchase	new	-	4,396,987	4,396,987						4,396,987
3	Glendale	MM4102.02	Beeline Maintenance Facility	Construction		4,426,000		4,426,000	4,426,000					
4	Glendale	MM4102.03	Beeline Replacement Buses (CFP# F9435)	Vehicle Purchase		832,051		832,051	832,051					
5	Glendale	MM4102.06	Beeline Bus Purchase and Bus-Related Infrastructure *	Vehicle Purchase		2,316,963		2,316,963				2,316,963		
6	Glendale	MM4102.08	Electrification of Beeline Transit Fleet *	Vehicle Purchase Construction	new	-	2,388,773	2,388,773					2,388,773	
7	La Canada Flintridge	MM4102.09	Bus Purchase for Fleet Electrification *	Vehicle Purchase	new	-	360,000	360,000					360,000	
8	Pasadena	MM4102.04	Purchase Replacement Buses	Vehicle Purchase	chg	5,370,015	1,702,871	7,072,886	700,000				6,372,886	
Total Programming Amount						\$ 14,745,029	\$ 8,848,631	\$ 23,593,660	\$ 5,958,051	\$ 1,800,000	\$ -	\$ 2,316,963	\$ 9,121,659	\$ 4,396,987

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

Arroyo Verdugo Subregion

Measure M Multi-Year Subregional Plan - Active Transportation Projects (Expenditure Line 71)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	Burbank	MM4103.01	Victory Blvd. Connectivity Gap Closure and Transit Enhancements - Between Downtown Burbank Metrolink station and Alameda Ave.	PS&E ROW Construction	compl	\$ 3,000,000	\$ -	\$ 3,000,000	\$3,000,000					
2	Glendale	MM4103.02	Victory Boulevard Project - Burbank City Limit to River Walk bikeway entrance in Glendale	PS&E Construction	chg	5,951,587		5,951,587	74,640	80,000	200,000	5,596,947		
Total Programming Amount						\$8,951,587	\$ -	\$8,951,587	\$3,074,640	\$ 80,000	\$ 200,000	\$5,596,947	\$ -	\$ -

Arroyo Verdugo Subregion

Measure M Multi-Year Subregional Plan - Highway Efficiency, Noise Mitigation and Arterial Projects (Expenditure Line 83)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	South Pasadena	MM5506.06	Grevelia Street and Fair Oaks Avenue	PS&E Construction	new	-	200,000	200,000			50,000	150,000		
2	South Pasadena	MM5506.07	Columbia Street Striping and Signals	PS&E Construction	new	-	300,000	300,000				50,000	250,000	
3	South Pasadena	MM5506.08	Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Parkway	PS&E Construction	new	-	500,000	500,000				50,000	100,000	350,000
Total Programming Amount						\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ 50,000	\$ 250,000	\$ 350,000	\$ 350,000



Metro

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

Board Report

File #: 2022-0838, File Type: Project

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2023

SUBJECT: TRANSPORTATION COMMUNICATION NETWORK ENVIRONMENTAL IMPACT REPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Transportation Communication Network (TCN) Project;
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090;
- C. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact;
 - 2. Mitigation Monitoring and Reporting Program; and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

ISSUE

The Metro Transportation Communication Network (TCN) Project proposes a network of transportation communication digital displays that will promote efficient roadways, increase public transit ridership, improve public safety, and provide revenue generation for transportation programs. Metro, as the Lead Agency, prepared and circulated for public comment a Draft Environmental Impact Report (Draft EIR). The public comment period closed on October 24, 2022. The Final EIR, Findings of Fact and Mitigation Monitoring and Reporting program are located at www.metro.net/tcn <<http://www.metro.net/tcn>>. Staff is recommending the Board adopt and certify the Final EIR.

BACKGROUND

Real Estate, ITS, Communications and Metro's partner, Allvision, have been collaborating to

implement a network of transportation communication digital displays that will promote efficient roadways, increase public transit ridership, improve public safety, and provide revenue generation for transportation programs. The desired outcome is to create a comprehensive communication network. The locations of the proposed TCN Structures include 33 freeway-facing and 20 non-freeway-facing locations within the City of Los Angeles (City) (see Attachment A).

Pursuant to Board Action (File# 2021-0062) on March 24, 2021, Metro staff and County Counsel negotiated a Memorandum of Agreement (MOA) with the City for the Metro TCN on Metro property within the City of Los Angeles. The City Council approved the MOA on December 16, 2021, and it was executed on January 12, 2022.

Metro is the Lead Agency for CEQA, and the City is a Responsible Agency. On April 18, 2022, Metro issued a Notice of Preparation (NOP) to commence the formal process for the EIR. The Draft EIR was circulated for public comment from September 9, 2022, to October 24, 2022.

DISCUSSION

California Environmental Quality Act (CEQA)

As the Lead Agency, Metro prepared the “Transportation Communication Network” EIR in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines.

Project Analyzed Under the EIR

Metro proposes to implement the TCN Program which would provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro’s communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City. Implementation of the Project will include the installation of up to 33 Freeway-Facing TCN Structures and 20 Non-Freeway Facing TCN Structures all on Metro-owned property (see Attachment A). The total maximum amount of digital signage associated with the TCN Structures would be up to approximately 53,000 square feet.

As part of the TCN Program, a take-down component would be implemented including the removal of at least 110,000 square feet (2 to 1 square footage take-down ratio) of existing off-premises static displays. Signage to be removed would include, at a minimum, approximately 200 off-premises static displays located within the City of Los Angeles.

As part of the Project, the City must amend the City’s sign regulations in Chapter I of the Los Angeles Municipal Code (LAMC) to create a mechanism to review and approve the TCN Structures Zoning Ordinance and associated static display take-down program.

The site locations for the TCN Structures are located within property owned and operated by Metro along freeways and major streets within the City. Most of the Site Locations are located on vacant land with limited vegetation and are generally inaccessible to the public. The Site locations for the TCN Structures are generally designated and zoned as commercial, public facilities, and

manufacturing uses. None of the site locations are zoned for residential use.

Project Objectives

In accordance with Section 15124(b) of the CEQA Guidelines, the following objectives were identified in the EIR:

- Incorporate features for real-time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services.
- Geographically space the multifunctional TCN Structures to expand Metro's transportation public messaging network and ability to broadcast information to commuters in a variety of ways to further increase Metro's visibility and accessibility for all commuters.
- Improve public safety by notifying the public of roadway improvements, road hazards, Earthquake Early Warning System notifications, Amber Alerts, and emergency situations.
- Maximize efficiency of the congested road network by promoting public awareness of travel alternatives based on geography and time constraints such as alternative routes, carpooling alternatives, and public transportation opportunities.
- Maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction.
- Implement Goal 4 of the Metro Vision 2028 Strategic Plan by creating an avenue for regional collaboration and comprehensive, timely, and real-time information sharing across government agencies to regionally improve traffic and transportation systems.
- Reduce overall square footage of existing static off-premise displays within the City of Los Angeles.
- Locate the TCN Structures at sites, elevations, and angles that would not increase distraction to motorists while still efficiently relaying information to commuters.

Notice of Preparation, Scoping Meeting, and AB52 Consultation

On April 18, 2022, a Notice of Preparation (NOP) was published, which included an Initial Study determining that a Draft EIR would be needed to evaluate potentially significant impacts to: Aesthetics, Air Quality, Biological Resources, Cultural and Historic Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems.

Two virtual scoping meetings were held on Thursday, May 19, 2022, at 5:00 pm and Saturday, May 21, 2022, at 10:00 am. Following the scoping sessions, the scoping comment period was open for 45 days (versus the minimum required 30 days). In addition to the required public agency notifications, public notifications were placed in the Los Angeles Times, a digital/internet marketing effort was

focused on areas around each location, and 17,247 postcards, which included the scoping meeting information, were mailed to all properties within a 750-foot radius around each location. During the scoping period, LACMTA received six (6) comments/responses from the public and government agencies. The NOP and details of the scoping meetings can be found at the project website:

www.metro.net/TCN <<http://www.metro.net/TCN>>

As part of the CEQA process, Assembly Bill 52 (2014) requires Lead Agencies to follow certain procedures to consult with Native American tribes that are traditionally and culturally affiliated with the area of a proposed project to identify and address potential adverse impacts to tribal cultural resources. Pursuant to AB 52, staff initiated the tribal consultation process in May 2022 and continued through October 2022. Metro received comments from the Gabrielino Band of Mission Indians - Kizh Nation, the Gabrielino Tongva Indians of California, the Gabrielino Tongva Tribe, and the Santa Ynez Band of Chumash Indians. Consultations were held via meetings and correspondence in July and August 2022 and continued through the Draft EIR public comment period. Metro completed the consultation process with preparation of responses to comments on the Draft EIR.

Notice of Availability of the Draft EIR and Public Comment

The Notice of Availability (NOA) of the Draft EIR was circulated for public comment from September 9, 2022, to October 24, 2022. The NOA was mailed to 17,247 mailboxes consisting of residents, property owners, and business owners within a 750-foot radius around each location. Additionally, a legal ad containing the NOA was placed in the Los Angeles Times on September 9, 2022.

As the lead agency, Metro conducted virtual community meetings on October 6 and 7, 2022, to accept public comments on the Draft EIR. In general, comments received during the Draft EIR public comment period and at the community meetings consisted of concerns regarding the proposed takedown ratio of existing static displays to the installation of digital displays, traffic safety, advertising content, and potential lighting impacts to environmentally sensitive resources and residences.

In addressing the takedown ratio, the EIR allows for a takedown ratio of at least 2 to 1 square feet of static displays, however, the final takedown ratio will be determined as part of the City's consideration of the ordinance.

Regarding traffic safety, the Federal Highway Administration conducted an independent investigation (*Driver Visual Behavior in the Presence of Commercial Electronic Variable Message Signs (CEVMS)*, 2012) on the effect of digital displays on drivers. In summary, the study found that drivers still dedicated their visual attention to driving, with minimal fixations on CEVMS, billboards, and/or other objects.

Regarding advertising content, the Project would adhere to Metro's System Advertising Content Restrictions which prohibits the advertisement of alcohol, smoking, and cannabis, as well as any content containing violence, obscenities, and other related subject matters.

Regarding lighting impacts, a project design feature has been incorporated into the Project that requires state of the art louvers or other equivalent design features to be incorporated into the design of TCN Structures FF-13, FF-14, FF-25, and FF-30 such that the light trespass illuminance at sensitive habitat at the proposed Bowtie State Park, at the mapped biological resources in the vicinity of TCN Structure FF-25, and at the Ballona Wildlife Reserve to the south of the Marina Freeway, west

of Culver Boulevard, does not exceed 0.02 footcandles. In addition, the proposed TCN Structure FF-29, located near the Ballona Wildlife Reserve has been removed from the staff-recommended Project, along with two other signs.

Because Metro will own the TCN Structures, Metro has control over all advertising content, lighting, and can choose to remove TCN Structures at any time.

Several comments in support of the project were also received from members of the public, specifically supporting the reduction and replacement of static displays with digital displays to generate revenue for public transportation improvements.

Agency comment letters on the Draft EIR were received from four (4) agencies including California Department of Transportation (Caltrans), South Coast Air Quality Management District, Los Angeles County Fire, and Los Angeles County Sheriff's Department. Specifically, comments from Caltrans acknowledged that the TCN Structures would be compliant with all Caltrans regulations regarding the placement of outdoor advertisement displays visible from California highways.

The community outreach program conducted a thorough and meaningful outreach to City of Los Angeles residents and businesses. This ensured that residents, business owners, neighborhood groups, and others had adequate and comprehensive opportunities to understand the program, ask questions about it, and provide their feedback. Key stakeholder groups such as neighborhood councils, business organizations, community-based organizations, transportation organizations, and the Los Angeles/Orange Counties Building and Construction Trades Council.

In addition to soliciting feedback virtually through surveys, Allvision engaged in a digital outreach effort that utilized social media, search, and geo-fenced targeting that provided opportunities for feedback and ensured awareness of virtual and in-person community meetings. An additional email was released the last week in September reminding the public of the comment period.

Draft EIR Analysis

Below is a list of some of the key determinations that were included in the Draft EIR analysis. The Draft EIR Project Description included three Site Locations in addition to the Site Locations staff recommends for approval. The Project's impacts will therefore be slightly less than reported in the Draft EIR:

- *Impacts Considered Less than Significant:* The Initial Study determined that the Project had the potential to result in significant impacts to a number of CEQA resource areas. However, upon further examination, the Draft EIR found that the Project would result in a "less than significant" impact with no mitigation required for: Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Transportation, and Electric Power.
- *Impacts Considered Less than Significant with Mitigation Measures Incorporated:* The Draft EIR found that impacts to Biological Resources, Archaeological Resources, Paleontological Resources, Hazards, and Hazardous Materials, Noise, and Tribal Cultural Resources would be reduced to a "Less Than Significant Level" with mitigation measures incorporated. With the mitigation measures identified in the EIR, the Project was found to

be less than significant in these CEQA resource areas.

- *Impacts Considered Significant and Unavoidable:* The Draft EIR found that the Project would have “Significant and Unavoidable” environmental impacts related to a subset of the TCN Structures for the following resource areas: Aesthetics, Historical Resources, and Land Use and Planning. Specifically, the Project would be inconsistent with the goals and policies of the Central City North, Central City, and North Hollywood-Valley Village Community Plans regarding historic resources and visual impacts at four of the Site Locations (Site Locations NFF-2, NFF-3, NFF-16, and NFF-21) and would result in significant impacts associated with views, visual character, and setting of historical resources. Additionally, the Project would also be inconsistent with Palms - Mar Vista - Del Rey Community Plan policies regarding placement of off-site premises signs within the coastal area (relative to Site Locations FF 29, which is not currently proposed as part of the Project, and FF 30). Review of potential measures to reduce the Project’s significant impacts, such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Rather, the primary way to substantially reduce these impacts would be to eliminate or relocate the subset of the Site Locations that are associated with these significant and unavoidable impacts. The EIR included Alternatives that would eliminate the significant and unavoidable impacts.

Alternatives

The EIR analyzed the following three alternatives:

- **Alternative 1, No Project Alternative:** Alternative 1 assumes that the Project would not be approved, no new permanent development would occur within the Site Locations, and the existing environment would be maintained. No existing static signs would be removed. Thus, the physical conditions of the Site Locations would generally remain as they are today. No new construction would occur. Further, no revenue would be generated from the Project to fund new and expanded transportation programs.
- **Alternative 2, Elimination of Impacts Relating to Historical Resources:** Alternative 2 would eliminate TCN Structures at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 proposed by the Project. The remaining 52 TCN Structures would be proposed under this alternative. As with the Project, Alternative 2 would provide for an overall reduction in static displays (at least a 2 to 1 square footage take-down ratio), throughout the City. Impacts to historical resources and the related aesthetic and land use impacts associated with Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 would be eliminated. As with the proposed Project, under Alternative 2, the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures citywide.
- **Alternative 3, Elimination of All Project Significant and Unavoidable Impacts:** Alternative 3 assumes that the Project would eliminate Site Locations NFF-2, NFF-3, NFF-16, and NFF-21, as well as eliminate or relocate FF-29 and FF-30 outside of the coastal area of the Palms-Mar Vista-Del Rey Community Plan. The remaining 50 TCN Structures would be proposed under this alternative. As with the Project, Alternative 3 would provide for an

overall reduction in static displays (at least a 2 to 1 square footage take-down ratio), throughout the City. Impacts to aesthetics, historic resources, and land use would be eliminated. As with the Project, under Alternative 3 the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures citywide.

As part of its consideration of the CEQA Findings of Fact for the TCN Program, the Board will determine whether the Alternatives are feasible, which will include an evaluation of whether and how each Alternative would fulfill the Project Objectives described above. The No Project Alternative would not fulfill any of the Project Objectives.

Alternatives 2 and 3 would fulfill some of the Project Objectives, but substantially less effective than the Project. Because the fundamental nature of the Project is to create a network of locations that can both collect transportation data and disseminate transportation-related information to the public, reducing the number of TCN locations will reduce the overall effectiveness of the Project. Fewer TCN Site Locations would result in reduced real-time data collection to aid in signal timing, micro-transit data, and Metro vanpool on demand services at the same time, Alternatives 2 and 3 would result in fewer people having access to public safety notifications provided by the TCN Program. Alternatives 2 and 3 would reduce funding for new and expanded transportation programs.

Staff therefore, recommends the Board approve the full Project as described in Exhibit B, Finding of Facts.

City of Los Angeles Ordinance

The TCN Program is contingent on the adoption of a Zoning Ordinance by the City. The proposed Zoning Ordinance would amend the City's sign regulations in Chapter I of the LAMC to authorize the TCN Structures. On June 28, 2022, the City Council passed the motion to draft the ordinance.

The proposed Zoning Ordinance would create a mechanism for the review and approval of the TCN Structures; would not authorize new signage other than the TCN Structures; and would address the time, manner, and place aspects of the TCN Program, including the allowable locations, size and height limitations, urban design requirements, and applicable community benefits including take-down requirements for the removal of existing static off-premises signs.

The proposed Zoning Ordinance would not otherwise change the existing regulations for signs, including off-site and digital signage, in the City. Based on the above, the anticipated development from the Zoning Ordinance would be limited to the 53 TCN Structures as depicted in Attachment A, as well as the take-down of approximately 200 static displays located within the City.

The adoption of a Zoning Ordinance includes the drafting of said ordinance, a public hearing, review, and recommendation by the City's Planning Commission, and consideration and adoption by the City Council.

FINANCIAL IMPACT

The TCN will generate additional revenue for public transportation purposes. No capital expenditure

by Metro is required. Metro's partner, Allvision, is responsible for the upfront costs of the CEQA process, which will then be reimbursed from the future revenue stream, if the network is approved.

Until the Board and the City take final action on the project, the precise number of structures is not certain. Rough order of magnitude revenue estimates is between \$300-\$500 million over the initial 20-year term.

Impact to Budget

There is no impact to the Budget.

EQUITY PLATFORM

Communities have struggled with the blight of static billboards, which more often plague underserved communities and communities of color. The TCN will help reduce blight and readjust this imbalance by removing approximately 200 static sign faces located on 82 Metro-owned properties within the City. The 82 locations that will be part of the take down program include 47 properties (or 57% of all take downs) within Equity Focus Communities (EFCs). Whereas only 17 (32%) of the 53 proposed TCN Structure locations are in EFCs.

The MOA stipulates that the use of funds by the City be directed toward improving transportation, including projects that are consistent with Metro's Vision 2028 Plan and complement existing City goals. The MOA also notes that projects may include those that promote pedestrian and cyclist safety in the general vicinity of transit stops and that benefit bus riders in the City, with a focus on low-income, persons of color in Metro's defined EFCs. Bus ridership in Los Angeles is disproportionately low-income (median income of under \$18,000), Latinx, Black, or Indigenous, and essential service workers.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The TCN will yield enhanced communication and support, as well as revenues, resulting in:

- Goal 1: High quality mobility options for all
- Goal 3: Enhancing communities and lives
- Goal 4: Transform LA County through collaboration and leadership.

NEXT STEPS

If the Metro board certifies the EIR and approves the Project, the City will consider the adoption of an ordinance that would amend the LAMC to authorize the TCN Structures. As part of that process, Metro in partnership with the City will continue community outreach on the proposed ordinance.

The outdoor advertising companies will be engaged to discuss potential additional takedowns within the City.

ATTACHMENTS

Attachment A - Locations

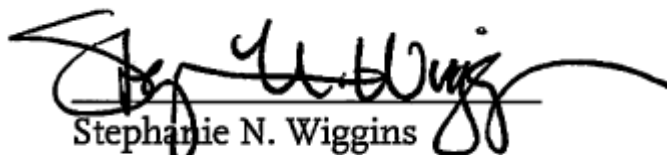
Attachment B - Findings of Fact

Attachment C - Mitigation Monitoring and Reporting Program

Attachment D - Notice of Determination

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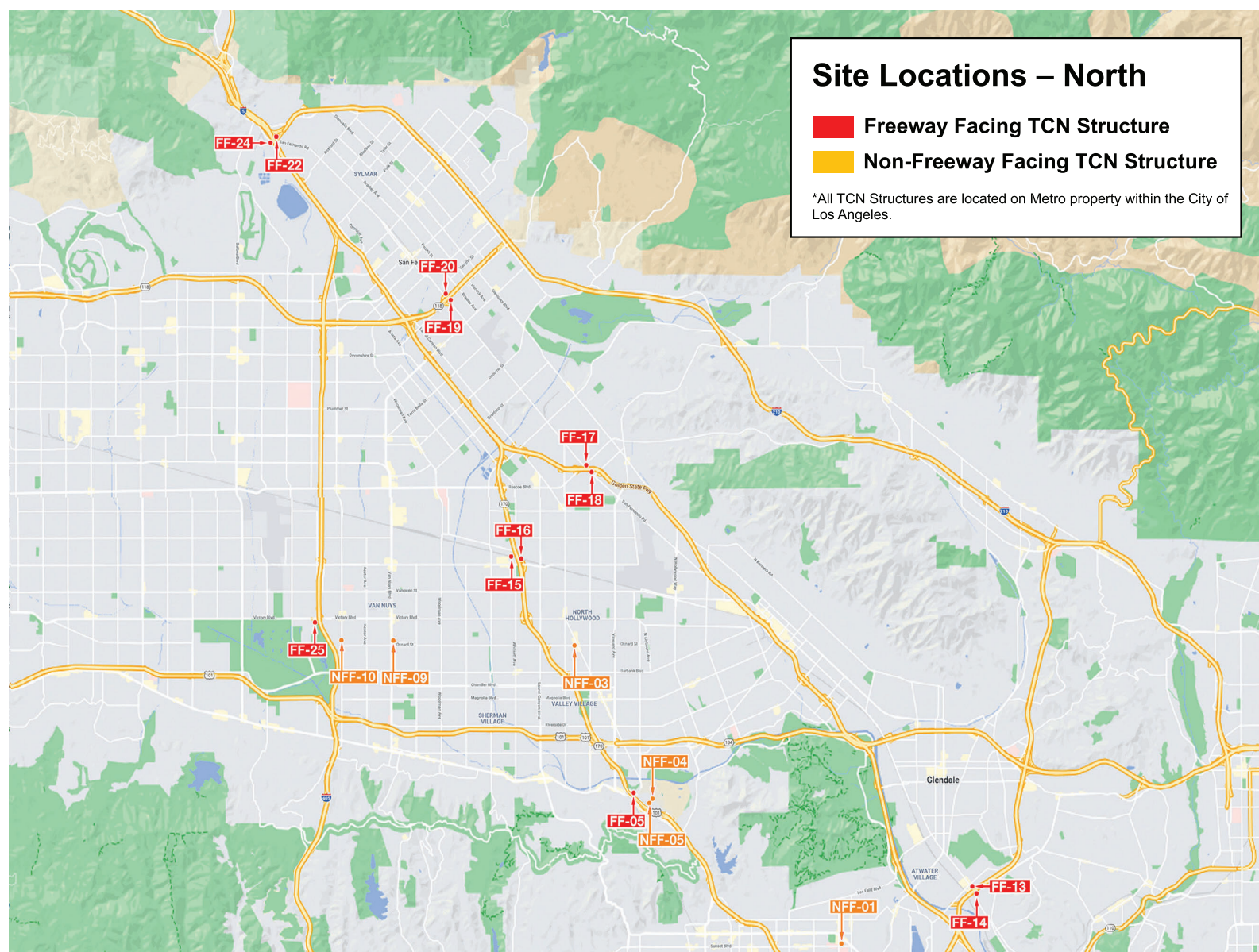
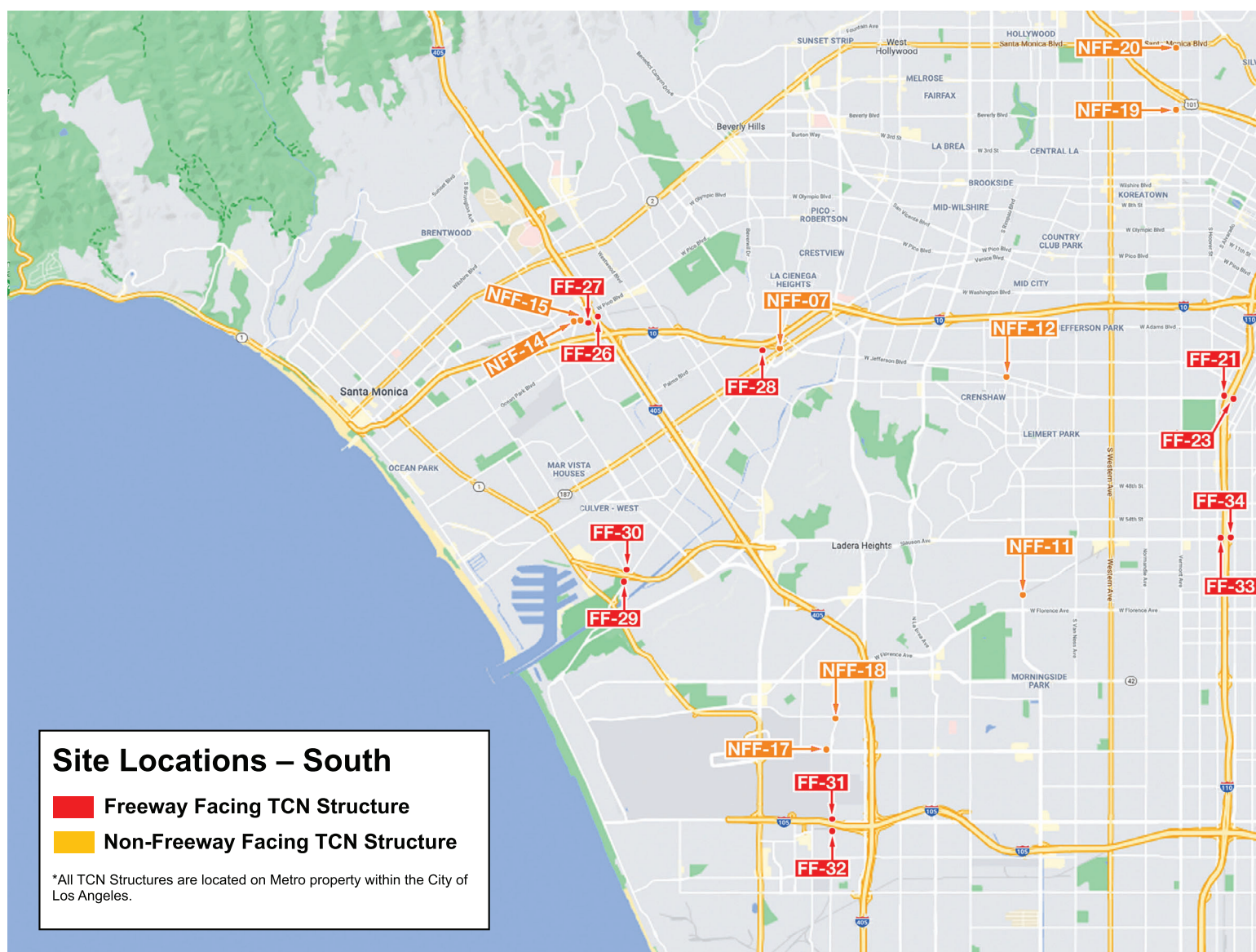


Figure -1
Regional Project Location Map – North



Note: Site Locations FF-29, NFF-14, and NFF-15 not included as part of approved project.

Figure -2
Regional Project Location Map – South



Figure -3
Regional Project Location Map – Downtown

Findings of Fact

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

Transportation Communication Network Program

January 2023



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ABBREVIATIONS/ACRONYMS

AB.....	Assembly Bill
ACM.....	Asbestos-containing material
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
BSA	Biological Study Area
CAAP	Climate Action and Adaptation Plan
CAFE	Corporate Average Fuel Economy
CALGreen.....	California Green Building Standards
Caltrans	California Department of Transportation
CARB.....	California Air Resources Board
CCR.....	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Los Angeles
CO	Carbon Monoxide
COC.....	Chemicals of Concern
County	Los Angeles County
EIR.....	Environmental Impact Report
ESA	Environmentally Sensitive Area
FF	Freeway-Facing
FTA.....	Federal Transit Administration
General Plan	City of Los Angeles General Plan
GHG	Greenhouse Gases
HASP	Health and Safety Plan
LADBS.....	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADWP.....	Los Angeles Department of Water and Power
LAMC.....	Los Angeles Municipal Code
LBP	Lead-Based Paint
LED.....	Light-Emitting Diode
Metro	Los Angeles County Metropolitan Transportation Authority
Mobility Plan	Mobility Plan 2035
MRDC.....	Metro Rail Design Criteria
MMRP.....	Mitigation Monitoring and Reporting Program
NAHC	Native American Heritage Commission
OHP.....	Office of Historic Preservation
PAHs	Polynuclear Aromatic Hydrocarbons
PCE	Perchloroethylene
PM2.5	Fine Particulate Matter ≤ 2.5 Microns
PM10	Particulate Matter ≤ 10 Microns
PPE	Personal Protective Equipment
ppm.....	Parts Per Million

PQS	Professional Qualifications Standards
PRC	Public Resources Code
RIITS	Regional Integration of Intelligent Transportation Systems
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCBs	Regional Water Quality Control Boards
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SHPO	State Historic Preservation Officer
SLs	Screening Levels
SMP	Soil Management Plan
SOI	Secretary of the Interior
State	State of California
SWCA	SWCA Environmental Consultants
TAC	Toxic Air Contaminant
TCE	Tetrachloroethylene
TCN	Transportation Communication Network
TCR MMP	Tribal Cultural Resource Mitigation and Monitoring Program
TPHd	Total Petroleum Hydrocarbons as Diesel
TPHg	Total Petroleum Hydrocarbons as Gasoline
TPHo	Total Petroleum Hydrocarbons as Oil
U.S.	United States
USACE	United States Army Corp of Engineers
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
Vision Plan	Metro 2028 Vision Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WEAP	Worker Environmental Awareness Program
WOS	Waters of the State

1. INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) followed a prescribed process, in accordance with California Environmental Quality Act (CEQA) and the CEQA regulations, to identify the issues to be analyzed, including the solicitation of input from the public, stakeholders, elected officials, and other affected parties. Implementation of the proposed Transportation Communication Network (TCN) Program (Project or TCN Program) would result in significant unavoidable impacts related to aesthetics, cultural resources, and land use and planning, and no feasible mitigation measures were identified to mitigate these impacts. 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 IV. MMRP of the Final Environmental Impact Report (EIR) and is provided as Attachment C to the January 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 Project.

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

- 1) Has been completed in compliance with the CEQA;
- 2) The Final EIR was presented to the Board of Directors and that the Board reviewed and considered the information contained in the Final EIR prior to approving the Project; and
- 3) The Final EIR reflects Metro's independent judgment and analysis.

2. ORGANIZATION

The Findings of Fact and Statement is comprised of the following sections after the Introduction:

- Section 3. A brief description of the Project and its objectives
- Section 4. Statutory requirements of the findings and a record of proceedings
- Section 5. Significant impacts of the Project that cannot be mitigated to a less-than-significant level
- Section 6. Potentially significant impacts of the Project that can be mitigated to a less-than-significant level
- Section 7. Environmental impacts that are less than significant
- Section 8. Environmental resources to which the Project would have no impact
- Section 9. Potential cumulative impacts
- Section 10. Alternatives analyzed in the evaluation of the Project and findings on mitigation measures

Section 11. Statement of Overriding Considerations

3. PROJECT DESCRIPTION AND OBJECTIVES

The Project would provide a network of structures with digital displays (TCN Structures) that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro's communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City of Los Angeles (City). The specific objectives of the project are:

- Incorporate features for real-time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services.
- Geographically space the multifunctional TCN Structures to expand Metro's transportation public messaging network and ability to broadcast information to commuters in a variety of ways to further increase Metro's visibility and accessibility for all commuters.
- Improve public safety by notifying the public of roadway improvements, road hazards, Earthquake Early Warning System notifications, Amber Alerts, and emergency situations.
- Maximize efficiency of the congested road network by promoting public awareness of travel alternatives based on geography and time constraints such as alternative routes, carpooling alternatives, and public transportation opportunities.
- Maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction.
- Implement Goal 4 of the Metro Vision 2028 Strategic Plan by creating an avenue for regional collaboration and comprehensive, timely, and real-time information sharing across government agencies to regionally improve traffic and transportation systems.
- Reduce overall square footage of existing static off-premise displays within the City of Los Angeles.
- Locate the TCN Structures at sites, elevations, and angles that would not increase distraction to motorists while still efficiently relaying information to commuters.

Section II, Project Description, of the EIR, described and analyzed, of up to 34 Freeway-Facing TCN Structures and 22 Non-Freeway Facing TCN Structures on Metro-owned property shown in Tables 1 and 2 below. The total amount of TCN Structure digital signage as described in the

Draft EIR would be a maximum of approximately 55,000 square feet. The TCN Program would also include the removal of at least 110,000 square feet (2 to 1 square footage take-down ratio) of existing off-premise static displays within the City. The new TCN Structures would use intelligent technology to improve roadway efficiency and increase public safety and communication, while also generating advertising revenue for both Metro and the City.

The TCN Structures would be equipped with Metro's Regional Integration of Intelligent Transportation Systems (RIITS), which provides comprehensive real-time information among freeway, traffic, transit, and emergency systems and across various agencies. This information would be used to improve traffic and transportation systems and to disseminate information regarding roadway improvements and emergency events. Further, the TCN Structures may include live video and security feeds to supplement Caltrans' limited number of existing cameras on the freeway and street corridors for public safety. All information received from these additional cameras would only be used for mass traffic data, and no personal or private information would be collected or used. Additionally, the TCN Program would be designed to support future innovations such as autonomous vehicles, smart energy grids, and high-speed wireless cameras.

The TCN Structures would increase roadway efficiency by aiding traffic signal timing, micro-transit data, and Metro vanpool on-demand services. It would also improve the experience of bus passengers by facilitating transit signal priority, boosting bus wi-fi, and relaying accurate bus arrival time information. Finally, the TCN Program would enable data collection during large events in the City, to minimize congestion and provide parking information.

The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. The TCN Structures would follow Metro's Advertising Content Guidelines. Off-site advertising would include information related to a business, commodity, industry or other activity which is sold, offered or conducted elsewhere than on the premises upon which the TCN Structure is located.

As part of the Project, the City would need to amend its sign regulations in Chapter I of the Los Angeles Municipal Code (the Zoning Code) to create a mechanism for reviewing and approving the TCN Structures (Zoning Ordinance) and the static display removals. The Zoning Ordinance, and other potential associated Zoning Code and General and/or Specific Plan amendments, would create a new class of signage for the TCN Structures given their unique attributes and intelligent technology.

Tables 1 and 2 below describe the Site Locations as described in the EIR for freeway facing TCN structures, and non-freeway facing TCN structures, respectively. The Project as approved by Metro's Board does not include Site Locations FF-29, NFF-14, and NFF-15. In addition, the Project as approved by Metro's Board specifies that two existing static billboards in the vicinity of FF-30 and the Ballona Wetlands will be removed as part of the Project take-down program. Metro finds that the impacts of the Project with these modifications were adequately analyzed in the EIR, and that these modifications will reduce impacts as compared to the Project described in the EIR and in the description of impacts below.

Table 1
Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-1	3	US-101 North Lanes at Union Station	5409023941	1,200 (1)	30	40	40
FF-2	3	US-101 South Lanes at Center Street	5173019901	672 (2)	14	48	72
FF-3	3	US-101 North Lanes at Keller Street	5409021902	672 (2)	14	48	72
FF-4	3	US-101 South Lanes at Beaudry Street	5160024904	672 (2)	14	48	75
FF-5	1	US-101 North Lanes, Northwest of Lankershim Boulevard	2423038970	672 (2)	14	48	65
FF-6	3	I-5 South Lanes at North Avenue 19	5415002903	672 (2)	14	48	85
FF-7	3	I-5 North Lanes at San Fernando Road	5445007903	672 (2)	14	48	85
FF-8	3	I-5 South Lanes and Exit Ramp to I-10	5410009901	672 (2)	14	48	85
FF-9	3	I-10 West Lanes (Bus Yard)	5410009901	672 (2)	14	48	50
FF-10	3	I-10 West Lanes and Entrance Ramp from I-5	5170010901	672 (2)	14	48	95
FF-11	3	I-10 East Lanes and Exit Ramp to SR-60 and I-5	5170010901	672 (2)	14	48	95
FF-12	3	I-10 West Lanes at Griffin Avenue and East 16th Street	5132029905	672 (2)	14	48	80
FF-13	1	SR-2 South Lanes Northeast of Casitas Avenue	5436033906	672 (2)	14	48	85
FF-14	1	SR-2 North Lanes Northeast of Casitas Avenue	5442001900	672 (2)	14	48	85
FF-15	1	SR-170 South Lanes at Raymer Street	2324002901	672 (1)	14	48	40
FF-16	1	SR-170 North Lanes North of Sherman Way	2307021901	672 (1)	14	48	40
FF-17	1	I-5 North Lanes South of Tuxford Street	2408038900	672 (2)	14	48	85
FF-18	1	I-5 South Lanes South of Tuxford Street	2632001901	672 (2)	14	48	85
FF-19	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80
FF-20	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-21	2	I-110 South Lanes at Exposition Boulevard	5037030902	672 (2)	14	48	80
FF-22	1	I-5 North Lanes at San Fernando Road	2603001901	672 (2)	14	48	65
FF-23	2	I-110 North Lanes at Exposition Boulevard	5122024909	672 (2)	14	48	80
FF-24	1	I-5 South Lanes at San Fernando Road and Sepulveda Boulevard	2605001915	672 (2)	14	48	95
FF-25	1	I-405 South Lanes at Victory Boulevard	2251002905	672 (2)	14	48	80
FF-26	2	I-405 North Lanes at Exposition Boulevard	4256010902	672 (2)	14	48	95
FF-27	2	I-405 South Lanes at Exposition Boulevard	4260039906	672 (1)	14	48	95
FF-28	2	I-10 West at Robertson Boulevard	4313024906	672 (1)	14	48	80
FF-29	2	SR-90 East at Culver Boulevard	4211007907	672 (2)	14	48	80
FF-30	2	SR-90 West at Culver Boulevard	4223009906	672 (2)	14	48	80
FF-31	2	I-105 West Lanes at Aviation Boulevard	4129028901	672 (2)	14	48	95
FF-32	2	I-105 East Lanes at Aviation Boulevard	4138001902	672 (2)	14	48	95
FF-33	2	I-110 South Lanes at Slauson Avenue	5001037907	672 (1)	14	48	80
FF-34	2	I-110 North Lanes at Slauson Avenue	5101040900	672 (2)	14	48	80
<p>•</p> <p>sf = square feet</p> <p>ft = feet</p> <p>Source: Eyestone Environmental, 2022.</p>							

Table 2
Non-Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
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Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-1	1	Northeast corner of Vermont Avenue and Sunset Boulevard	5542015900	300 (2)	10	30	30
NFF-2	3	Spring Street Bridge, 326 feet North of Aurora Street	5409002900	300 (2)	10	30	65
NFF-3	1	Northwest corner of Lankershim Boulevard and Chandler Boulevard	2350016906	300 (1)	10	30	30
NFF-4	1	Northwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-5	1	Southwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-6	3	Southwest corner of 4th Street and Hill Street	5149015902	300 (1)	10	30	30
NFF-7	2	Venice Boulevard, 240 feet West of Robertson Boulevard	4313024909	300 (1)	10	30	30
NFF-8	3	Southeast corner of Alameda Street and Commercial Street	5173001901	672 (2)	14	48	60
NFF-9	1	Northeast corner of Van Nuys Boulevard and Orange Line Busline	2240008905	300 (2)	10	30	30
NFF-10	1	Southeast corner of Sepulveda Boulevard and Erwin Street	2242001904	300 (1)	10	30	30
NFF-11	2	Southwest of Crenshaw Boulevard, 175 feet South of 67th Street	4006025900	300 (1)	10	30	30
NFF-12	2	Southeast corner of Crenshaw Boulevard and Exposition Boulevard	5044002900	300 (2)	10	30	30
NFF-13	3	Southeast corner of East Cesar Chavez Avenue and North Vignes Street	5409023941	300 (2)	10	30	30
NFF-14	2	Pico Boulevard and Exposition Boulevard, South of rail	4260025902	300 (1)	10	30	30
NFF-15	2	Pico Boulevard, 445 feet West of Sawtelle Boulevard	4260039906	300 (1)	10	30	30
NFF-16	3	Southeast corner of South Central Avenue and East 1st Street	5161018903	300 (2)	10	30	30

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-17	2	Century Boulevard, 152 feet West of Aviation Boulevard	4125026904	672 (2)	14	48	80
NFF-18	2	Southwest Aviation Boulevard and South of Arbor Vitae Street	4125020907	672 (2)	14	48	30
NFF-19	2	Northwest corner of Vermont Avenue and Beverly Boulevard	5520019900	300 (2)	10	30	30
NFF-20	2	Southwest corner of Santa Monica Boulevard and Vermont Avenue	5538022903	300 (2)	10	30	30
NFF-21	3	South of 4th Street 210 feet East of South Santa Fe Avenue	5163017900	300 (2)	10	30	65
NFF-22	3	Northwest corner of East 7th Street and South Alameda Street	5147035904	300 (2)	10	30	30
<p>• —</p> <p><i>sf = square feet</i> <i>ft = feet</i> <i>Source: Eyestone Environmental, 2022.</i></p>							

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 an EIR has been certified which identifies one or more significant environmental effects of the 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 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 Project.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 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 Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" If the adverse environmental effects are considered acceptable 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 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

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

² Public Resources Code Section 21081 (b).

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 Project;
- The Draft EIR dated September 2022, including all associated appendices and documents that were incorporated by reference;
- All testimony, documentary evidence, and all correspondence submitted in response to the Project during the scoping meetings or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Chapter II, Responses to Comments, of the Final EIR);
- The Final EIR dated November 2022 including all associated appendices and documents that were incorporated by reference;
- The MMRP (Chapter IV of the Final EIR);
- All findings and resolutions adopted by Metro in connection with the Project, and all documents cited or referred to therein;
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the Project;
- All documents submitted to Metro by agencies or members of the public in connection with development of the Project;
- All actions of Metro with respect to the Project; 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

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Project would be significant and unavoidable.

5.1 AESTHETICS

As discussed in Section IV.A of the Draft EIR, the Project would have significant impacts related to aesthetics with respect to the following significance thresholds:

- Have a substantial adverse effect on a scenic vista; and
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point). In an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.

Impacts. *Scenic Vistas:* As discussed more fully in Section IV.A, Aesthetics, Section IV.D, Cultural Resources, and Section VI, Other CEQA Considerations, of the Draft EIR, most of the TCN Structures would not have significant impacts on scenic vistas. However, the Project would include four TCN Structures (at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21) that would be in close proximity to five historical resources (the North Spring Street Bridge (Caltrans Bridge No. 53C0859), Lankershim Depot, the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge (Caltrans Bridge No. 53C0044)). While these TCN Structures would not physically impact these historical resources, they would impede visibility of and thus detract from the character defining features of these five historical resources. Although these historical resources are located within urban areas where public views of these historical resources are affected by existing infrastructure and buildings, the proposed TCN Structures would further contribute to the urban visual components surrounding the historical resources. As such, the Project would result in a substantial adverse effect on a scenic vista, and this impact would be significant.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-1 through VI-3.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate this aesthetic impact, it determined that such modifications would not materially reduce this impact. Thus, no feasible mitigation measures have been identified to mitigate this impact.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that impacts to aesthetic resources related to scenic vistas would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

Impact. *Existing Visual Character and Quality of Public Views:* Most TCN Structures would not significantly impact visual character or public views. As discussed above, however, the TCN Structures at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 would detract from the character defining features of five historical resources. Thus, the Project would have significant impacts on the existing visual character and quality of public views in the vicinity of those historical resources.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-1 through VI-3.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate these aesthetic impacts, it determined that such modifications would not materially reduce the impacts. Thus, no feasible mitigation measures have been identified to mitigate these impacts.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to aesthetic resources related to visual character and quality of public views would be significant. No feasible mitigation measures exist to mitigate the impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

Impact. Conflicts with Plans, Policies, and Regulations Governing Scenic Quality: Most of the TCN Structures would not conflict with plans, policies, and regulations governing scenic quality. However, as discussed in Section IV.A, Aesthetics, Section VI, Other CEQA Considerations, and Appendix I, Land Use, of the Draft EIR, Site Locations NFF-2, NFF-3, NFF-16 and NFF-21 would be inconsistent with several goals and policies of the Central City North, Central City, and North Hollywood–Valley Villa Community Plans regarding historical resources and associated visual impacts. In addition, the Project as described in the EIR would also be inconsistent with Palms–Mar Vista–Dey Community Plan policies regarding placement of off-site premises signs within the coastal area (relative to Site Location FF-29 and FF-30). Thus, the project conflicts with applicable plans, policies, and regulations governing scenic quality, and this impact would be significant.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-1 through VI-3. Appendix I, Land Use, to the Draft EIR, pages 21–50.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate these aesthetic impacts, it determined that such modifications would not materially reduce the impacts. Thus, no feasible mitigation measures have been identified to mitigate these impacts.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to aesthetic resources related to conflicts with plans, policies, and regulations governing scenic quality would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

5.2 CULTURAL RESOURCES

As discussed in Section IV.D of the Draft EIR, the Project would have significant impacts related to cultural resources with respect to the following significance threshold:

- Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

Impact. Historical Resources: As discussed above and in Section IV.D, Cultural Resources, and Section VI, Other CEQA Considerations, of the Draft EIR, most of the TCN Structures would not significantly impact historical resources; however, the Project would result in visual impacts to five historical resources, including the North Spring Street Bridge (Caltrans Bridge No.

53C0859), the Lankershim Depot, the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge (Caltrans Bridge No. 53C0044). Such impacts are specifically associated with Site Locations NFF-2, NFF-3, NFF-16, and NFF-21. These Site Locations are within immediate proximity of these historical resources, and the Project would likely result in permanent and unavoidable visual impacts by fundamentally affecting the integrity of setting and feeling. Although these historical resources are within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the TCN Structures at these Site Locations would likely detract from the character-defining features and affect the viewsheds of the resources. As such, these impacts to historical resources would be significant.

References. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-2 through VI-3.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate the cultural impacts to historical resources, it determined that such modifications would not materially reduce the impacts. Thus, no feasible mitigation measures have been identified to mitigate these impacts.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to cultural resources related to historical resources would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

5.3 LAND USE AND PLANNING

As discussed in Section IV.I of the Draft EIR, the Project would have significant impacts related to land use and planning with respect to the following significance threshold:

- Conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Impacts. As discussed more fully in Section IV.I, Land Use and Planning, and Section VI, Other CEQA Considerations, of the Draft EIR, the Project would not conflict with most of the goals, policies, and objectives in state, regional, and local plans that were adopted for the purpose of avoiding or mitigating an environmental effect. Specifically, the Project would not overall conflict with environmental policies of or impede implementation of the Coastal Act, SCAG's 2020-2045 RTP/SCS, Metro's Vision Plan, the Mobility Plan and most of the policies set forth in the General Plan, including the Community Plans. However, the Project would conflict with a few goals and policies related to historical and aesthetic resources associated with Site Locations NFF-2, NFF-3, NFF-16 and NFF-21 in the Central City North, Central City, North Hollywood–Valley Village Community Plans, as well as the General Plan's Conservation Element policies related to historical resources. In addition, the Project as described in the EIR would conflict with the Palms–Mar Vista–Del Rey Community Plan policy regarding placement of off-site

advertising within coastal areas due to Site Location FF-29 and FF-30. As such, these impacts related to conflicts with applicable plans, policies, and regulations would be significant.

References. Section IV.I, Land Use and Planning, of the Draft EIR, pages IV.I-13 through IV.I-26. Section VI, Other CEQA Considerations, of the Draft EIR, page VI-3.

Mitigation Measures.

Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, there are no feasible measures that would mitigate these impacts to less-than-significant levels.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to land use and planning would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

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 Project are potentially significant, but can be reduced to less-than-significant levels through the proposed mitigation measures listed below and in the MMRP. The following Findings summarize the analysis in the EIR, but do not purport to provide the full analysis of each environmental impact contained in the EIR. A full explanation of these environmental findings and conclusions can be found in the Draft EIR and Final EIR and these Findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final EIR's determinations regarding mitigation measures and the Projects' impacts and mitigation measures designed to address those impacts. As identified in the EIR, the Metro Board finds that changes or alterations which avoid or substantially lessen the significant environmental effects have been required in, or incorporated into, the Project.

6.1 BIOLOGICAL RESOURCES

As discussed in Section IV.C of the Draft EIR, the Project would result in potentially significant impacts related to biological resources with respect to the following significance thresholds:

- 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;
- 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 Wildlife or U.S. Fish and Wildlife Service;

- 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; and
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Impact. *Candidate, Sensitive, and Special Status Species:* As discussed more fully in Section IV.C of the Draft EIR, the Project has the potential to impact 14 special-status wildlife species and 5 special-status plant species through construction activities, habitat removal, and the addition of new TCN structures within suitable habitat areas. To minimize these impacts to a less-than-significant level, Mitigation Measures **BIO-MM-1** through **BIO-MM-4**, set forth below, would be implemented.

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measures

BIO-MM-1: Implement Biological Resource Protection Measures during Construction (All Site Locations and takedown locations of existing static displays). The following BMPs shall be implemented during construction to minimize direct and indirect impacts on biological resources and special-status species:

- Prior to the commencement of construction, a Project biologist (a person with, at minimum, a bachelor's degree in biology, ecology, or a related environmental science; greater than five years of experience and knowledge of natural history, habitat affinities, and id of flora and fauna species; and knowledge of all relevant federal, state, and local laws governing biological resources, including CDFW qualifications for field surveyors)) shall be designated to be responsible for overseeing compliance with protective measures for biological resources during vegetation clearing and work activities within and adjacent to areas of native habitat. The Project biologist will be familiar with the local habitats, plants, and wildlife and maintain communications with the contractor on issues relating to biological resources and compliance with applicable environmental requirements. The Project biologist may designate other qualified biologists or biological monitors to help oversee Project compliance or conduct preconstruction surveys for special-status species. These biologists will have familiarity with the species for which they would be conducting preconstruction surveys or monitoring construction activities.
- The Project biologist or designated qualified biologist shall review final plans; designate areas that need temporary fencing (e.g., ESA fencing); and monitor construction activities within and adjacent to areas with native vegetation communities, regulated aquatic features, or special-status plant and wildlife

species. The qualified biologist shall monitor compliance with applicable environmental requirements during construction activities within designated areas during critical times, such as initial ground-disturbing activities (fencing to protect native species). The qualified biologist shall check construction barriers or exclusion fencing and provide corrective measures to the contractor to ensure the barriers or fencing are maintained throughout construction. The qualified biologist shall have the authority to stop work if a federally or state-listed species is encountered within the Project footprint during construction. Construction activities shall cease until the Project biologist or qualified biologist determines that the animal will not be harmed or that it has left the construction area on its own. The Project biologist shall notify Metro, and Metro shall notify the appropriate regulatory agency within 24 hours of sighting of a federally or State-listed species.

- Prior to the start of construction, all Project personnel and contractors who will be on the Site Locations during construction shall complete mandatory training conducted by the Project biologist or a designated qualified biologist. Any new Project personnel or contractors that start after the initiation of construction shall also be required to complete the mandatory Worker Environmental Awareness Program training before they commence with work. The training shall advise workers of potential impacts on special-status vegetation communities and special-status species and the potential penalties for impacts on such vegetation communities and species. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities within the Site Location footprints (including vegetation communities subject to USACE, CDFW, and RWQCB jurisdiction); (2) the purpose for resource protection; (3) sensitivity of special-status species to human activities; (4) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced areas to avoid special-status resource areas in the field (i.e., avoided areas delineated on maps or in the BSA by fencing); (5) environmentally responsible construction practices; (6) the protocol to resolve conflicts that may arise at any time during the construction process; (7) reporting requirements and procedures to follow should a special-status species be encountered during construction; and (8) Avoidance Measures designed to reduce the impacts on special-status species.
- The training program will include color photos of special-status species and special-status vegetation communities. Following the education program, the photos will be made available to the contractor. Photos of the habitat in which special-status species are found will be posted on site. The contractor shall provide Metro with evidence of the employee training (e.g., a sign-in sheet) on request. Project personnel and contractors shall be instructed to immediately notify the Project biologist or designated biologist of any incidents that could affect special-status vegetation communities or special-status species. Incidents could include fuel leaks or injury to any wildlife. The Project biologist shall notify Metro of any incident, and Metro shall notify the appropriate regulatory agency.

- The Project biologist shall conduct a preconstruction survey for special-status species within the Project footprint prior to vegetation clearing, and/or ground disturbance. Any wildlife encountered will be encouraged to leave the Site Location footprint or relocated outside of the Site Location footprint if feasible.
- The Project biologist shall request that the contractor halt work, if necessary, and confer with Metro prior to contacting the appropriate regulatory agencies to ensure the proper implementation of species and habitat protection measures. The Project biologist shall report any noncompliance issue to Metro, and Metro will notify the appropriate regulatory agencies.
- The Project biologist shall inspect the Site Location footprint immediately prior to, and during, construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the Project. Such measures may include inspection and cleaning of construction equipment and use of eradication strategies.
- ESA fencing shall be placed along the perimeter of the Site Location footprint, where necessary, to prevent inadvertent intrusions into habitat identified as ESA. Work areas will be clearly marked in the field and confirmed by the Project biologist or designated biologist prior to any clearing, and the marked boundaries will be maintained throughout the duration of the work. Staging areas, including lay down areas and equipment storage areas, will be flagged and fenced with ESA fencing (e.g., orange plastic snow fence, orange silt fencing). Fences and flagging will be installed by the contractor in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of Metro.
- No work activities, materials or equipment storage, or access shall be permitted outside the Site Location footprint without permission from Metro. All parking and equipment storage used by the contractor related to the Project shall be confined to the Site Location footprint and established paved areas. Undisturbed areas and special-status vegetation communities outside and adjacent to the Site Location footprint shall not be used for parking or equipment storage. Project-related vehicle traffic shall be restricted to the Site Location footprint and established roads and construction access points.
- The contractor shall be required to conduct vehicle refueling and maintenance in upland areas where fuel cannot enter waters of the U.S. or WOS waters of the State and areas that do not have suitable habitat to support federally and/or state-listed species. Equipment and containers shall be inspected daily for leaks. Should a leak occur, contaminated soils and surfaces shall be cleaned up and disposed of in accordance with applicable local, State, and federal requirements.

BIO-MM-2: Avoid Impacts on Migratory and Nesting Birds (All Site Locations and takedown locations of existing static displays) If construction activities occur between January 15 and September 15, a preconstruction nesting bird survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within the area proposed for disturbance in order to avoid the nesting activities of breeding birds by establishing a buffer until the fledglings have left the nest. The size of the buffer area varies with species and local circumstances (e.g., presence of busy roads) and is based on the professional judgement of the monitoring biologist, in coordination with the CDFW. The results of the surveys shall be submitted to Metro (and made available to the wildlife agencies [USFWS/CDFW], upon request) prior to initiation of any construction activities.

BIO-MM-3: Avoid impacts on Least Bell's Vireo, if present (Applicable to Site Locations FF-29 and FF-30) Suitable habitat for Least Bell's Vireo shall be removed outside of the nesting season (March 15 through September 30), between October 1 and March 14. Should habitat for Least Bell's Vireo require removal between March 15 and September 30, or construction activities are initiated during this time, preconstruction surveys consisting of three separate surveys no more than seven days prior to vegetation removal shall be conducted by a qualified biologist. Should Least Bell's Vireo be detected within 500 feet of the Site Location, construction activities shall be halted unless authorization has been obtained from USFWS.

BIO-MM-4: Avoid Potential Impacts on Special-Status Bats (All Site Locations and take down locations of static displays) A qualified bat biologist shall conduct a preconstruction survey for potential bat habitat within the take down area of the static display or Site Location footprint prior to vegetation clearing, and/or ground disturbance for take down locations and all Site Locations. If suitable habitat is not found, then no further action is required.

If suitable habitat is determined to be present:

- A qualified bat biologist shall survey potentially suitable structures and vegetation during bat maternity season (May 1st through October 1st), prior to construction, to assess the potential for the structures' and vegetation's use for bat roosting and bat maternity roosting, as maternity roosts are generally formed in spring. The qualified bat biologist shall also perform preconstruction surveys or temporary exclusion within 2 weeks prior to construction during the maternity season, as bat roosts can change seasonally. These surveys will include a combination of structure inspections, exit counts, and acoustic surveys.
- If a roost is detected, a bat management plan shall be prepared if it is determined that Project construction would result in direct impacts on roosting bats. The bat management plan shall be submitted to CDFW for review and approval prior to implementation and include appropriate avoidance and minimization efforts such as:

- **Temporary Exclusion.** If recommended by the qualified bat biologist, to avoid indirect disturbance of bats while roosting in areas that would be adjacent to construction activities, any portion of a structure deemed by a qualified bat biologist to have potential bat roosting habitat and may be affected by the Project shall have temporary eviction and exclusion devices installed under the supervision of a qualified and permitted bat biologist prior to the initiation of construction activities. Eviction and subsequent exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young bats inside during the summer months or hibernating/overwintering individuals during the winter. Such exclusion efforts are dependent on weather conditions, take a minimum of two weeks to implement, and must be continued to keep the structures free of bats until the completion of construction. All eviction and/or exclusion techniques shall be coordinated between the qualified bat biologist and the appropriate resource agencies (e.g., CDFW) if the structure is occupied by bats. If deemed appropriate, the biologist may recommend installation of temporary bat panels during construction.

If a roost is detected but would only be subject to indirect impacts:

- **Daytime Work Hours.** All work conducted under the occupied roost shall take place during the day. If this is not feasible, lighting and noise will be directed away from night roosting and foraging areas.

Finding. These potentially significant biological impacts would be mitigated through the use of best practices during construction, seasonally-appropriate surveying and monitoring of potentially impacted species, and techniques to avoid and minimize impacts on biological resources during the Project's construction and operations. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **BIO-MM-1** through **BIO-MM-4**, the Project's impacts to biological resources related to candidate, sensitive, and special-status species would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines

Impact. *Riparian Habitat and Other Sensitive Natural Communities:* As discussed more fully in Section IV.C.3 of the Draft EIR, construction activities in two Site Locations could interfere with sensitive vegetation communities. To minimize these impacts to a less-than-significant level, Mitigation Measure **BIO-MM-1**, set forth above, would be implemented

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measure

BIO-MM-1: Implement Biological Resource Protection Measures during Construction
(See above)

Finding. These potentially significant biological impacts would be mitigated through the use of best practices during construction. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **BIO-MM-1**, the Project's impacts to biological resources related to riparian habitat and other sensitive natural communities would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. Wetlands: As discussed more fully in Section IV.C.3 of the Draft EIR, construction activities in eight site locations could have indirect impacts to downstream aquatic resources if fill or hazardous materials were to spill into nearby waterways. To minimize these impacts to a less-than-significant level, Mitigation Measure **BIO-MM-1**, set forth above, would be implemented.

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measure

BIO-MM-1: Implement Biological Resource Protection Measures during Construction
(See above)

Finding. These potentially significant biological impacts would be mitigated through the use of best practices during construction. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **BIO-MM-1**, the Project's impacts to biological resources related to wetlands would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. Movement of Wildlife Species, Migratory Corridors, and Wildlife Nursery Sites: As discussed more fully in Section IV.C of the Draft EIR, static display removal could interfere with bird nesting. Additionally, there could be impacts to wildlife that stray from ordinary migratory corridors and pass closer to Project construction or operations. To minimize these impacts to a less-than-significant level, Mitigation Measures **BIO-MM-1**, **BIO-MM-2**, and **BIO-MM-4**, set forth above, would be implemented.

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measures

BIO-MM-1: Implement Biological Resource Protection Measures during Construction
(See above)

BIO-MM-2: Avoid Impacts on Migratory and Nesting Birds (See above)

BIO-MM-4: Avoid Potential Impacts on Special-Status Bats (See above)

Finding. The potentially significant biological impacts would be mitigated through the use of best practices during construction, seasonally-appropriate surveying and monitoring of potentially impacted species, and techniques to avoid and minimize impacts on biological resources during the Project's construction and operations. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **BIO-MM-1**, **BIO-MM-2**, and **BIO-MM-4**, the Project's impacts to biological resources related to movement of wildlife species, migratory corridors, and wildlife nursery sites would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines

6.2 CULTURAL RESOURCES

As discussed in Section IV.D of the Draft EIR, the Project would create potentially significant impacts related to cultural resources with respect to the following significance threshold:

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.

Impact. Archaeological Resource: As discussed more fully in Section IV.D of the Draft EIR, the Project would include excavations to a maximum depth of approximately 50 feet below ground surface. As a result, unknown archaeological resources at the Site Locations could potentially be impacted. Mitigation Measure CUL-MM-1, as set forth below, would be implemented to mitigate these impacts to a less-than-significant level.

Reference. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64.

Mitigation Measures

CUL-MM-1: Prior to the start of ground disturbance activities during Project construction, including demolition, digging, trenching, drilling, or a similar activity (Ground Disturbance Activities), a qualified principal archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology shall be retained to prepare a written Cultural Resource Monitoring and Treatment Plan in accordance with the Secretary of the Interior's Standards for Archaeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction. The Cultural Resource Monitoring and Treatment Plan shall include the professional qualifications required of key staff, monitoring protocols relative to the varying archaeological sensitivity across the Site Locations, provisions for evaluating and treating unanticipated cultural materials discovered during ground-disturbing activities, situations under which monitoring may be reduced or discontinued, and reporting requirements.

Prior to the commencement of any Ground Disturbance Activities, the archaeological monitor(s) shall provide Worker Environmental Awareness Program (WEAP) training to construction workers involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of cultural resources. As part

of the WEAP training, construction workers shall be informed about proper procedures to follow should a worker discover a cultural resource during Ground Disturbance Activities. In addition, construction workers shall be shown examples of the types of resources that would require notification of the archaeological monitor. The Applicant shall maintain on the Site Locations, for Metro inspection, documentation establishing that the training was completed for all construction workers involved in Ground Disturbance Activities.

The archaeological monitor(s) shall observe all Ground Disturbance Activities on the Site Locations that involve native soils. If Ground Disturbance Activities are occurring simultaneously at multiple Site Locations, the principal archaeologist shall determine if additional monitors are required for other Site Locations where such simultaneous Ground Disturbance Activities are occurring. The on-site archaeological monitoring shall end when the archaeological monitor determines that monitoring is no longer necessary.

Finding. The potential impacts to archaeological resources would be mitigated by requiring a qualified archeologist to oversee construction activities. For the reasons set forth above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **CUL-MM-1**, the Project's impacts to cultural resources related to archaeological resources would be mitigated to less-than-significant levels. Because this impact related to cultural resources would be reduced to less-than-significant levels, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.3 GEOLOGY AND SOILS

As discussed in Section IV.F of the Draft EIR, the Project would create potentially significant impacts related to geology and soils with respect to the following significance threshold:

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact. *Paleontological Resources:* As discussed in Section IV.F of the Draft EIR, the Project would include excavations up to 50 feet below grade in soils that could be conducive to preserving vertebrate fossils. It is possible that paleontological resources may be encountered during grading and drilling operations within the Site Locations. Therefore, potential impacts to unique paleontological resources would be potentially significant. To minimize these impacts to a less-than-significant level, Mitigation Measure **GEO-MM-1**, set forth below, would be implemented.

Reference. Section IV.F, Geology and Soils, of the Draft EIR, page IV.F-46 through IV.F-56.

Mitigation Measure

GEO-MM-1: The services of a Project paleontologist who meets the Society of Vertebrate Paleontology standards (including a graduate degree in paleontology or geology

and/or a publication record in peer reviewed journals, with demonstrated competence in the paleontology of California or related topical or geographic areas, and at least two full years of experience as assistant to a Project paleontologist), shall be retained prior to ground disturbance activities associated with Project construction in order to develop a site-specific Paleontological Resource Mitigation and Treatment Plan. The Paleontological Resource Mitigation and Treatment Plan shall specify the levels and types of mitigation efforts based on the types and depths of ground disturbance activities and the geologic and paleontological sensitivity of the Site Locations. The Paleontological Resource Mitigation and Treatment Plan shall also include a description of the professional qualifications required of key staff, communication protocols during construction, fossil recovery protocols, sampling protocols for microfossils, laboratory procedures, reporting requirements, and curation provisions for any collected fossil specimens.

Finding. The potential impacts to paleontological resources would be mitigated by requiring a qualified paleontologist to preemptively develop protocols for reporting and handling any paleontological resources that are discovered during ground disturbance activities. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **GEO-MM-1**, the Project's impacts to geology and soils related to 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)(1) of the CEQA Guidelines.

6.4 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section IV.H of the Draft EIR, the Project would result in potentially significant impacts related to hazards and hazardous materials with respect to the following significance thresholds:

- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and
- 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 create a significant hazard to the public or the environment.

Impact. Release of Hazardous Materials: As discussed more fully in Section IV.H of the Draft EIR and in the Hazards Report, impacts related to the release of hazardous materials into the environment would be potentially significant. The primary Chemicals of Concern (COCs) likely to be encountered at all sites include Total Petroleum Hydrocarbons as Gasoline (TPHg), Total Petroleum Hydrocarbons as Diesel (TPHd), Total Petroleum Hydrocarbons as Oil (TPHo), arsenic, lead, chromium and polynuclear aromatic hydrocarbons (PAHs). A Soil Management Plan (SMP)/Health and Safety Plan (HASP) will be implemented for all Site Locations during construction activities, as provided below in Mitigation Measure **HAZ-MM-1**. In addition, 19 of

the 54 Site Locations were identified as high risk and may contain solvent hydrocarbons (primarily Perchloroethylene [PCE]/Tetrachloroethylene [TCE] and breakdown by-products) and gasoline in addition to the primary COCs listed above. Furthermore, four Site Locations are near suspected oil wells and may have Underground Storage Tanks (USTs) on the parcels. Therefore, impacts related to the release of hazardous materials into the environment would be potentially significant. To mitigate these impacts to a less-than-significant level, Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, described below, would be implemented.

References. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49. Appendix H, Hazards Technical Report, to the Draft EIR.

Mitigation Measures

HAZ-MM-1: (All Site Locations): Soil Management Plan (SMP)—The Project Applicant shall implement an SMP, which shall be submitted to the Metro Capital Engineering Group and/or City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of excavation and grading activities. The Site Locations shall be subject to the general protocols described in the SMP regarding prudent precautions and general observations and evaluations of soil conditions to be implemented throughout grading, excavation, or other soil disturbance activities on the Site Locations.

The protocols in the SMP shall include, but not be limited to, the following:

- Special precautions shall be taken to manage soils that will be disturbed during Project earthwork activities in areas containing Chemicals of Concern (COCs) above screening levels (SLs).
- The following requirements and precautionary actions shall be implemented when disturbing soil at the Site Locations: no soil disturbance or excavation activities shall occur without a Project-specific Health and Safety Plan (HASP). Any soil that is disturbed, excavated, or trenched due to on-site construction activities shall be handled in accordance with applicable local, state, and federal regulations. Prior to the re-use of the excavated soil or the disposal of any soil from the Site Locations, the requirements and guidelines in the SMP shall be implemented. The General Contractor shall conduct, or have its designated subcontractor conduct, visual screening of soil during activities that include soil disturbance. If the General Contractor or subcontractor(s) encounter any soil that is stained or odorous (Suspect Soil), the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils (e.g., cover suspect soil with plastic sheeting) and inform the Metro's representative and the environmental monitor. The environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by Metro prior to the beginning of work.
- Prior to excavation activities, the General Contractor or designated subcontractor shall establish specific areas for stockpiling Suspect Soil, should it be encountered, to control contact by workers and dispersal into the environment, per the provisions provided in the SMP.

- The General Contractor shall ensure that on-site construction personnel comply with all applicable federal, state, and local regulations, as well as the State of California Construction Safety Orders (Title 8). Additionally, if Suspect Soil is expected to be encountered, personnel working in that area shall comply with California Occupational Safety and Health Administration regulations specified in CCR Title 8, Section 5192. The General Contractor shall prepare a Project-specific HASP. It is the responsibility of the General Contractor to review available information regarding Site Location conditions, including the SMP, and potential health and safety concerns in the planned area of work. The HASP should specify COC action levels for construction workers and appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact Suspect Soil to perform all activities in accordance with the General Contractor and subcontractor's HASP. If Suspect Soil is encountered, to minimize the exposure of other workers to potential contaminants on the Site Location, the General Contractor or designated subcontractor may erect temporary fencing around excavation areas with appropriate signage as necessary to restrict access and to warn unauthorized on-site personnel not to enter the fenced area.
- The General Contractor shall implement the following measures as provided in the SMP to protect human health and the environment during construction activities involving contact with soils at the Site Location: decontamination of construction and transportation equipment; dust control measures; storm water pollution controls and best management practices; and proper procedures for the handling, storage, sampling, transport and disposal of waste and debris.
- The excavated soil should be screened using a calibrated hand-held PID to test for VOCs and methane as necessary.
- In the event volatile organic compound (VOC)-contaminated soil is encountered during excavation on-site, a South Coast Air Quality Management District (SCAQMD) Rule 1166 permit shall be obtained before resuming excavation. Rule 1166 defines VOC-contaminated soil as a soil which registers a concentration of 50 ppm or greater of VOCs as measured before suppression materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane. Notifications, monitoring, and reporting related to the SCAQMD Rule 1166 permit shall be the responsibility of the General Contractor. Protection of on-site construction workers shall be accomplished by the development and implementation of the HASP.
- Known below-grade structures at the Site Locations (i.e., storm water infrastructure) shall be removed from the ground or cleaned, backfilled, and left in place as appropriate during grading and excavation. If unknown below-grade structures are encountered during Site Location excavation, the General Contractor shall promptly notify the Metro's representative the same day the structure is discovered. Based on an evaluation of the unknown below-grade structure by the appropriate professional (e.g., environmental monitor, geotechnical engineer), Metro shall address the below-grade structure in accordance with applicable laws and regulations.

- A geophysical investigation shall be conducted at the Site Locations to clear the construction area of buried utilities

HAZ-MM-2: (Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21): Soil/vapor sampling and testing of soil samples shall be obtained during the site location-specific, design-level geologic and geotechnical investigation. Results of the testing would be submitted and approved by the Metro Capital Engineering Group and/or the Los Angeles Department of Building and Safety (LADBS).

HAZ-MM-3: (Site Locations FF-4, NFF-3, NFF-18, and NFF-21): A geophysical investigation shall be conducted to clear the construction area of buried utilities and to identify buried substructures, specifically oil wells and USTs. Results of the geophysical investigation shall be submitted to and approved by the Metro Capital Engineering Group and/or LADBS.

Finding. The potential impacts related to hazards and hazardous materials described above would be mitigated by requiring compliance with site-specific Soil Management Plans, and where necessary, conducting additional testing and investigations at high-risk Site Locations and Site Locations near suspect oil wells. For the reasons set out above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, the Project's hazards and hazardous materials impacts related to release of hazardous materials would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. Hazards Near Schools: As discussed in Section IV.H of the Draft EIR, the Project would involve construction of TCN Structures and takedown of existing static displays on a variety of locations on Metro property within the City, some of which would be within 0.25 mile of a school. Although the Project would involve the use of hazardous materials common to urban construction projects and TCN Structure operations, all activities involving the handling, use, storage, transport, and disposal of hazardous materials and wastes would occur in compliance with applicable federal, state, and local requirements. In addition, as discussed above, if construction activities uncover hazardous conditions that have the potential to result in risk of upset, Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, described above, would be implemented, which would reduce such impacts to less than significant levels. As such, the Project would not create a significant hazard to nearby schools. Therefore, impacts regarding potential emissions or the handling of hazardous materials and wastes within 0.25 mile of an existing school would be less than significant with mitigation.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures

HAZ-MM-1: (All Site Locations): Soil Management Plan (SMP) (See above)

HAZ-MM-2: (Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21) (See above)

HAZ-MM-3: (Site Locations FF-4, NFF-3, NFF-18, and NFF-21) (See above)

Finding. These potential impacts related to hazards and hazardous materials would be mitigated by requiring compliance with site-specific Soil Management Plans, and where necessary, conducting additional testing and investigations at high-risk Site Locations and Site Locations near suspect oil wells. For the reasons set out above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, these hazards and hazardous materials impacts near schools would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines

Impact. Hazardous Materials Sites: As discussed in Section IV.H of the Draft EIR, two Site Locations have been identified as hazardous waste or contaminated sites pursuant to Government Code Section 65962.5. Although no current violations and no active regulatory cases were identified for the Site Locations, the Project may create a significant hazard to the public or the environment caused in whole or in part from the Project's exacerbation of existing environmental conditions. Therefore, impacts with respect to these sites would be potentially significant. To mitigate these impacts to a less-than-significant level, Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, described above, would be implemented. Therefore, impacts relating to hazardous materials sites would be less than significant with mitigation.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures

HAZ-MM-1: (All Site Locations): Soil Management Plan (SMP) (See above)

HAZ-MM-2: (Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21) (See above)

HAZ-MM-3: (Site Locations FF-4, NFF-3, NFF-18, and NFF-21) (See above)

Finding. These potential impacts would be mitigated by requiring compliance with site-specific Soil Management Plans, and where necessary, conducting additional testing and investigations at high-risk Site Locations and Site Locations near suspect oil wells. For the reasons set out above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, the Project's hazards and hazardous materials impacts related to hazardous materials sites would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.5 NOISE

As discussed in Section IV.J of the Draft EIR, the Project would create potentially significant impacts related to noise with respect to the following significance thresholds:

- 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; and
- Generate excessive groundborne vibration or groundborne noise levels.

Impact. *Increased Ambient Noise Levels (On-Site Construction):* As discussed in Section IV.J of the Draft EIR, noise generated by the Project's on-site construction equipment would cause a substantial temporary increase in ambient noise levels. Noise levels would exceed the City's significance criteria in the vicinity of seven Site Locations during the daytime and four Site Locations at nighttime.³ To mitigate these noise impacts to less-than-significant levels, Mitigation Measures **NOI-MM-1** through **NOI-MM-3**, set forth below, would be implemented.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures

NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- During TCN Structure NFF 11 Construction: Between the Project construction area and the residential uses on 67th Street north of the Site Location (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R5.
- During TCN Structure NFF 12 Construction: Between the Project construction area and the residential uses on Victoria Avenue west of the Site Location (receptor location R6). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R6.
- During TCN Structure NFF 14 Construction: Between the Project construction area and the residential uses on Exposition Boulevard southeast of the Site Location (receptor location R7). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R7.

³ Site Locations NFF 11, NFF 12, NFF 19, NFF 20, NFF 21, FF 28, and FF 33 will experience significant daytime ambient noise level increases, and Site Locations NFF 14, FF 13, FF 26, and FF 28 will experience significant nighttime ambient noise level increases.

- During TCN Structure NFF 19 Construction: Between the Project construction area and the residential uses on New Hampshire Avenue west of the Site Location (receptor location R10). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R10.
- During TCN Structure NFF 20 Construction: Between the Project construction area and the residential uses on New Hampshire Avenue northwest of the Site Location (receptor location R12). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R12.
- During TCN Structure NFF 21 Construction: Between the Project construction area and the residential uses on Mateo Street west of the Site Location (receptor location R13). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R13.
- During TCN Structure FF 13 Construction: Between the Project construction area and the residential uses on Casitas Avenue Street west of the Site Location (receptor location R20). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R20.
- During TCN Structure FF 26 Construction: Between the Project construction area and the residential uses on Sepulveda Boulevard northeast of the Site Location (receptor location R25). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R25.
- During TCN Structure FF 28 Construction: Between the Project construction area and the residential uses on Exposition Boulevard south of the Site Location (receptor location R27). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R27.
- During TCN Structure FF 33 Construction: Between the Project construction area and the residential uses on Slauson Avenue north of the Site Location (receptor location R28). The temporary sound barrier shall be designed to provide a minimum 11-dBA noise reduction at the ground level of receptor location R28.

NOI-MM-2: Construction for TCN Structure NFF-20 shall be completed prior to occupation of the adjacent future residential building (receptor R12B). Alternatively, construction equipment for the installation of the TCN Structure NFF-20 shall be limited to a maximum 75 dBA (L_{eq}) at 50 feet from the equipment.

NOI-MM-3: A temporary noise barrier shall be provided during the removal of existing static signage where noise sensitive uses are located within 200 feet of and have direct line-of-sight to the existing static signage to be removed. The temporary noise barrier shall be a minimum six feet tall and break the line-of-site between the construction equipment and the affected noise sensitive receptors.

Finding. These potential noise impacts would be mitigated by requiring temporary sound barriers and limiting certain construction equipment, as described above. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **NOI-MM-1** through **NOI-MM-3**, these noise impacts related to ambient noise from on-site construction 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)(1) of the CEQA Guidelines.

Impact. *Vibrations (Human Annoyance from On-Site Construction):* As discussed more fully in Section IV.J of the Draft EIR, the Project construction would result in vibration levels above the threshold for human annoyance at two Site Locations.⁴ To mitigate these impacts to a less-than-significant level, Mitigation Measure **NOI-MM-4**, set forth below, would be implemented.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measure

NOI-MM-4: The use of large construction equipment (i.e., large bulldozer, caisson drill rig, and/or loaded trucks) shall be limited to a minimum of 80 feet away from the existing residences near proposed TCN Structure FF-33 (receptor 28) and the future residences near proposed TCN Structure NFF-20 (receptor 12B), if these residences are constructed and occupied at the time Project construction activities occurs.

Finding. These potential noise impacts would be mitigated by limiting certain construction equipment, as described above. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **NOI-MM-4**, these impacts related to on-site construction vibrations 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)(1) of the CEQA Guidelines.

6.6 TRIBAL CULTURAL RESOURCES

As discussed in Section IV.L of the Draft EIR, the Project could result in significant impacts related to tribal cultural resources with respect to the following significance threshold:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

⁴ Site Locations FF-33 and NFF-20 will experience vibrations above the human annoyance threshold.

- (i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k); or
- (ii) A 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impacts. As discussed more fully in Section IV.L of the Draft EIR, the Site Locations may contain known or reasonably foreseeable resources determined by Metro to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1 (i.e., tribal cultural resources). As such, the Project may cause a substantial adverse change in the significance of a known tribal cultural resource with cultural value to a California Native American tribe or that is listed or eligible for listing in the California Register or in a local register. Therefore, Project impacts related to tribal cultural resources would be potentially significant.

Reference. Section IV.L, Tribal Cultural Resources, of the Draft EIR, pages IV.L-34 through IV.L-42.

Mitigation Measures

TCR-MM-1: (Retain a Tribal Consultant and Qualified Archaeologist): Prior to any ground-disturbing activities on the Site Locations associated with the Project Area, a tribal consultant and qualified archaeologist shall be retained to monitor ground-disturbing activities and ensure proper implementation of the Tribal Cultural Resources Monitoring and Mitigation Program (described in Mitigation Measure TCR-2, below).

Ground disturbing activities are defined as excavating, digging, trenching, drilling, tunneling, grading, leveling, removing asphalt, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at a Site Location. A tribal consultant is defined as one who is on the Native American Heritage Commission (NAHC) Tribal Contact list. The tribal consultant will provide the services of a representative, known as a tribal monitor.

A qualified archaeologist is defined as one who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) for archaeology. The qualified archaeologist shall submit a letter of retention to Metro no fewer than 30 days before ground-disturbing activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI PQS.

TCR-MM-2: (Develop a Tribal Cultural Resource Mitigation and Monitoring Program): Prior to any ground-disturbing activities within the Project Area, a Tribal Cultural Resource Mitigation and Monitoring Program (TCR MMP) shall be prepared by the qualified archaeologist. The TCR MMP shall incorporate the results of SWCA's Tribal Cultural Resources Assessment for the Los Angeles County Metropolitan Transportation Authority's Transportation Communication Network Project report, and

reasonable and feasible recommendations from tribal parties resulting from consultation. The TCR MMP shall include provisions for avoidance of unanticipated discoveries and procedures for the preservation of unanticipated discoveries where possible.

The TCR MMP shall include, but not be limited to, provisions to conduct a worker training program, a monitoring protocol for ground-disturbing activities, discovery and processing protocol for inadvertent discoveries of tribal cultural resources, and identification of a curation facility should artifacts be collected. The TCR MMP shall require monitoring of ground-disturbing activities at all Site Locations and will provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving tribal cultural resources are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate at any given Site Location. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, spatial distribution of the materials identified, and input of the tribal consultant or their designated monitor. During monitoring, daily logs shall be kept and reported to Metro on a monthly basis.

During ground-disturbing activities, the monitors shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially tribal cultural resources, as determined by the qualified archaeologist in consultation with the tribal monitor. In the event that tribal cultural resources or potential tribal cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop within a minimum of 25 ft or as determined by the qualified archaeologist in consultation with the tribal consultant based on the nature of the find and the potential for additional portions of the resource to remain buried in the unexcavated areas of the project site. The qualified archaeologist in consultation with the tribal consultant will evaluate the significance of the find and implement the protocol described in the TCR MMP before work can resume in the area surrounding the find that is determined to have sensitivity. Construction activities may continue in other areas in coordination with the qualified archaeologist and tribal consultant. Soils that are removed from the work site are considered culturally sensitive and will be subject to inspection on-site by the tribal and archaeological monitors. Provisions for inspection at an off-site location would be determined through consultation with the tribal and archaeological monitors, construction personnel, and Metro. Any tribal cultural resources that are not associated with a burial are subject to collection by the qualified archaeologist.

The TCR MMP shall also summarize the requirements for coordination with consulting tribal parties in the event of a tribal cultural resource or potential tribal cultural resource is inadvertently discovered, as well as the applicable regulatory compliance measures or conditions of approval for inadvertent discoveries, including the discovery of human remains, to be carried out in concert with actions described in the TCR MMP and treatment plan prepared in compliance with Mitigation Measure TCR-3. The TCR MMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The TCR MMP shall be submitted to Metro at least 30 days prior to initiating ground-disturbing activities.

TCR-MM-3: (Treatment of Known Tribal Cultural Resources): A treatment plan will be developed for any historical archaeological sites that may be adversely affected/significantly impacted by the Project, including but not limited to CA-LAN-1575/H. The treatment plan will be developed based on the known constituents to guide the post-discovery process and initial treatment requirements upon discovery. The treatment plan will outline data recovery procedures to be followed and shall require controlled archaeological excavation within the first eight feet (ft) at all Site Locations proposed to be located within known tribal cultural resources, specifically an excavation unit measuring 3.28 ft by 3.28 ft across extending to a depth of at least 4.92 ft below the unpaved surface, followed by the use of a 4 inch hollow stem hand-auger to a total depth of at least 9.84 ft below the unpaved surface. Subsequent mechanical drilling will be conducted in approximately 1.64-ft increments to a depth of approximately 20 ft below the surface. Sediments from each of the 1.64-ft mechanical excavation levels will be inspected for the presence of Native American objects or evidence of a tribal cultural resource, and relevant environmental information obtained from the sediments will be recorded. The treatment plan will include provisions to allow for standard mechanical excavation to resume at levels above these depths in the event that sufficient evidence is identified to demonstrate that the sediments are more than 20,000 years old.

The treatment plan may be modified and updated depending on the nature of the discovery and consultation with the State Historic Preservation Office (SHPO) and consulting parties. The treatment plan would be developed so that treatment of historical resources meets the Secretary of the Interior's Standards and Guidelines (1983) for archaeological documentation, the California Office of Historic Preservation (OHP)'s Archaeological Resources Management Report, Recommended Contents and Formats (1989), the Advisory Council on Historic Preservation's publication Treatment of Archaeological Properties: A Handbook, and the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 110 of the National Historic Preservation Act, and the Society for California Archaeology's Guidelines for Determining the Significance of and Impacts to Cultural Resources and Fieldwork and Reporting Guidelines for Archaeological, Historic, and Tribal Cultural Resources

Findings. With the implementation of Mitigation Measures **MM-TCR-1** through **MM-TCR-3**, impacts related to tribal cultural resources would be reduced to a less than significant level. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these impacts related to tribal cultural resources would be reduced to less-than-significant levels. For these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

7. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Project are less than significant, and no mitigation is required.

7.1 AESTHETICS

As discussed in Section IV.A of the Draft EIR, the Project would result in less-than-significant impacts related to aesthetics with respect to the following significance thresholds:

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; and
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Impact. *Scenic Resources Within a Scenic Highway:* As evaluated in the Initial Study for the Project and discussed in Section IV.A of the Draft EIR, the Site Locations identified for the Project are located within property owned and operated by Metro along freeways and major streets within the City. Most of the Site Locations are located on vacant land with limited vegetation and are generally inaccessible to the public. In addition, the Site Locations are not adjacent to any state-designated scenic highways. Thus, the Project would not result in the removal of any structures or trees or be located within a state scenic highway that may be considered scenic resources. Therefore, impacts with respect to scenic resources within a state-designated scenic highway would be less than significant.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Appendix A.1, Initial Study, to the Draft EIR, pages 16–17.

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

Finding. For the reasons stated above and as set forth in the Initial Study and Draft EIR, Metro finds that these aesthetic impacts related to scenic resources within a scenic highway would be less than significant.

Impact. *Light and Glare:* As discussed more fully in Section IV.A of the Draft EIR, none of the digital displays proposed for the Project would generate enough light to introduce a substantial light trespass at any nearby residential or other light-sensitive sites. Similarly, none of the displays would generate enough light to create a new source of glare on the roadway. Additionally, the incorporation of Project Design Feature AES-PDF-1 would require state of the art louvers or other equivalent design features to be incorporated into the design of TCN Structures FF-13, FF-14, FF-25, FF-29, and FF-30 such that the light trespass illuminance at sensitive habitat at the proposed Bowtie State Park, at the mapped biological resources in the vicinity of TCN Structure FF-25, and at the the adjacent residential zoned property and Ballona Wildlife Reserve to the south of the Marina Freeway, west of Culver Boulevard, does not exceed 0.02 footcandles. Therefore, impacts with respect to light and glare would be less than significant.

Reference. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these aesthetic impacts related to light and glare would be less than significant.

7.2 AIR QUALITY

As discussed in Section IV.B of the Draft EIR, the Project would result in less-than-significant impacts related to air quality with respect to the following significance thresholds:

- Conflict with or obstruct implementation of the applicable air quality plan;
- 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;
- Expose sensitive receptors to substantial pollutant concentrations; and
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Impact. *Consistency with Air Quality Plan (Pollutant Emissions):* As discussed more fully in Section IV.B of the Draft EIR, Project construction emissions would not exceed SCAQMD's recommended significance thresholds for local emissions of NO_x, CO, PM₁₀, or PM_{2.5}, and operational emissions of these pollutants would be less than significant. Therefore, the project would not significantly impact localized air quality, increase frequency or severity of an existing CO violation or contribute to new CO violations, or delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to air quality plan consistency would be less than significant.

Impact. *Consistency with Air Quality Plan (AQMP Assumptions):* As described more fully in Section IV.B, Air Quality, Section IV.G, Greenhouse Gas Emissions, and Appendix A, Initial Study, of the Draft EIR, the project would not generate substantial long-term employment or residential population growth. Additionally, the Project would comply with all applicable regulatory standards required by SCAQMD, as well as the Metro Green Construction Policy. Finally, the Project would reduce VMT and related vehicular air emissions by removing a higher number of static displays than it will erect TCN Structures, reducing daily vehicle trips for maintenance. For these reasons, the Project would not exceed assumptions utilized in preparing the AQMP and therefore would not conflict with or obstruct implementation of SCAQMD's AQMP.

References. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Section IV.G, Greenhouse Gas Emissions, of the Draft EIR, pages IV.G-39 through IV.G-72. Appendix A, Initial Study, to the Draft EIR, pages 44-45.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to air quality plan consistency would be less than significant.

Impact. *Consistency with Air Quality Element of City's General Plan:* As discussed above and in Section IV.B of the Draft EIR, the Project will not generate VMT, increase the frequency or severity of an existing air quality violation or cause or contribute to new violations, or exceed State and federal air quality standards or delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. The Project would not conflict with growth projections assumed by the AQMP and thus would be consistent with emissions forecasts in the AQMP. Furthermore, compliance with applicable regulatory requirements would prevent any significant air quality impacts. Thus, the Project would serve to implement goals, objectives, and policies of the City's Air Quality Element pertaining to the Project. Therefore, the Project will have a less-than-significant impact on the implementation of the air quality plan.

References. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Section IV.G, Greenhouse Gas Emissions, of the Draft EIR, pages IV.G-39 through IV.G-72. Appendix A, Initial Study, to the Draft EIR, pages 44-45.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to General Plan consistency would be less than significant.

Impact. *Increase in Non-Attainment Criteria Pollutants:* As discussed above and in Section IV.B of the Draft EIR, Project construction and operations would not result in significant regional or localized emissions. Therefore, Project emissions would result in a less than significant air quality impact.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to criteria pollutant emissions would be less than significant.

Impact. *Sensitive Pollutant Receptors:* As described more fully in Section IV.B of the Draft EIR, maximum construction emissions for criteria pollutants would not exceed SCAQMD thresholds at the closest off-site sensitive receptors. Additionally, Project construction would not result in a long-term source of Toxic Air Contaminants (TACs). Similarly, Project operation would not introduce any significant new sources of criteria pollutants, mobile-source CO emissions, or TACs. Therefore, because the Project would not involve substantial TAC sources and would be consistent with applicable CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or TACs that exceed the maximum incremental cancer risk or chronic hazard index, and potential impacts would be less than significant.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Appendix A, Initial Study, to the Draft EIR, pages 32–35. Appendix C-2, Air Quality Worksheets and Modeling Output Files, to the Draft EIR.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to sensitive pollutant receptors would be less than significant.

Impact. *Odors:* As described more fully in Section IV.B, Air Quality, and Chapter VI, Other CEQA Considerations, of the Draft EIR, and as evaluated in the Initial Study, Appendix A.1 to the Draft EIR, no objectionable odors are anticipated to adversely affect a substantial number of people as a result of either construction or operation of the Project. Therefore, the potential odor impacts during construction and operation of the Project would be less than significant.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Appendix A, Initial Study, to the Draft EIR, pages 32–35.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to odors would be less than significant.

7.3 BIOLOGICAL RESOURCES

As discussed in Section IV.C of the Draft EIR, the Project would result in less-than-significant impacts related to biological resources with respect to the following significance threshold:

- Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands).

Impact. *Consistency with Local Policies and Ordinances:* As discussed more fully in Section IV.C, Biological Resources, and Chapter VI, Other CEQA Considerations, of the Draft EIR, and evaluated in the Initial Study, Appendix A.1 to the Draft EIR, the proposed Site Locations do not include any protected trees or shrubs and no trees would be removed. Any trees in the vicinity of the Site Locations would be avoided and preserved in place. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Any trees in the vicinity of the Site Locations would be avoided and preserved in place. As such, the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, impacts related to a conflict with any local policies or ordinances protecting biological resources would be less than significant.

References. Section IV.C, Biological Resources, of the Draft EIR, pages IV.B-32 through IV.B-61. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-18. Appendix A.1, Initial Study, to the Draft EIR, pages 22–25.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these biological resources impacts related to consistency with local policies and ordinances would be less than significant.

7.4 CULTURAL RESOURCES

As discussed in Section IV.D of the Draft EIR, the Project would result in less-than-significant impacts related to cultural resources with respect to the following significance threshold:

- Disturb any human remains, including those interred outside of dedicated cemeteries.

Impact. As discussed in Section IV.D, Cultural Resources, Section VI, Other CEQA Considerations, and Appendix A, Initial Study, of the Draft EIR, the Site Locations for the TCN Structures are located within urbanized areas of the City that have been subject to previous

grading and development. No known traditional burial sites have been identified on the Site Locations. Nevertheless, as the Project would require excavation at depths of up to 50 feet, the potential to uncover existing but undiscovered human remains exists. If human remains are discovered during Project construction, work in the immediate vicinity of the construction area for the TCN Structure would be halted, and the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code Section 7050.5. In addition, disposition of the human remains and any associated grave goods would occur in accordance with PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e), which requires that work stop near the find until a coroner can determine that no investigation into the cause of death is required and if the remains are Native American. Specifically, in accordance with CEQA Guidelines Section 15064.5(e), if the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission who shall identify the most likely descendent. The most likely descendent may make recommendations regarding the treatment of the remains and any associated grave goods in accordance with PRC Section 5097.98. Compliance with these regulatory standards would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities.

References. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, page VI-18. Appendix A, Initial Study, to the Draft EIR, pages 26–27.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these cultural resources impacts related to human remains would be less than significant.

7.5 ENERGY

As discussed in Section IV.E of the Draft EIR, the Project would result in less-than-significant impacts related to energy with respect to the following significance thresholds:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; and
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Impact. Energy Consumption: As discussed more fully in Section IV.E of the Draft EIR, the Project would not result in potentially significant environmental impacts due to wasteful, inefficient, and unnecessary consumption of energy resources during construction or operation. The Project's energy requirements would not significantly affect local and regional supplies or require additional capacity. The Project's energy usage during peak and base periods would also be consistent with electricity future projections for the region. As also discussed, gasoline fuel usage for the region is expected to be on the decline over the next 10 years. The Project's transportation fuel consumption is also expected to decline based on more stringent CAFE fuel

economy standards. As transportation fuel supply is not expected to decrease significantly over this same period, supplies would be sufficient to meet Project demand. Therefore, electricity generation capacity and supplies of transportation fuels would also be sufficient to meet the needs of Project-related construction and operations. With respect to operation, the Project would comply with existing energy efficiency requirements, such as CALGreen Code, as well as include energy conservation measure requirements. For all the reasons set forth above and in the Draft EIR, the Project's energy demands would not cause wasteful, inefficient, or unnecessary use of energy. Therefore, this Project impact related to energy use would be less than significant with respect to both construction and operation.

References. Section IV.E, Energy, of the Draft EIR, pages IV.E-18 through IV.E-36. Appendix F, Energy Calculations, to the Draft EIR.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these energy impacts related to energy consumption would be less than significant.

Impact. *Consistency with Energy Plans:* The energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, the 2019 CALGreen Code, Metro's Green Construction Policy, Metro's CAAP the City of Los Angeles Green Building Code, City of LA Green New Deal, and SCAG's 2020–2045 RTP/SCS. As these conservation policies would be incorporated as part of the Project, the Project would not conflict with applicable plans for renewable energy or energy efficiency. Regarding transportation uses, the Project would not generate trips or VMT on a regular basis. The removal of existing static displays would result in a net reduction in maintenance trips and VMT in comparison to the Project. In addition, the TCN Structures would relay traffic information to the public such as traffic congestion events and provide travel alternatives to maximum efficiency of the congested road network reducing fuel consumption. Further, the TCN Structures would provide off-site advertising create funds for new and expanded transportation programs including the potential to fund GHG reduction measures such as bus electrification programs and programs to further improve the experience for bus passengers. While these actions may not directly reduce VMT, the increase in efficiency of the roadway would reduce travel and delay times throughout the region. In addition, vehicle trips generated during Project operations would comply with CAFE fuel economy standards. During construction activities, the Project would be required to comply with CARB anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations reducing unnecessary energy consumption. For these reasons, the Project would not conflict with or obstruct adopted energy conservation plans or violate State or local energy standards for renewable energy or energy efficiency. Therefore, Project impacts related to consistency with renewable energy or energy efficiency plans would be less than significant.

Reference. Section IV.E, Energy, of the Draft EIR, pages IV.E-18 through IV.E-36.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these energy impacts related to energy plan consistency would be less than significant.

7.6 GEOLOGY AND SOILS

As discussed in Section IV.F of the Draft EIR, the Project would result in less-than-significant impacts related to geology and soils with respect to the following significance thresholds:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - (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; or
 - (iii) Seismic-related ground failure, including liquefaction;
- Result in substantial soil erosion or the loss of topsoil;
- 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:
 - Lateral spreading;
 - Subsidence;
 - Liquefaction; or
 - Collapse; and
- 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.

Impact. Earthquake Faults: As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation included as Appendix G of the Draft EIR, no known active or potentially active faults underlie the Site Locations. In addition, the Site Locations are not located within a state-designated Alquist-Priolo Earthquake Fault Zone. Each Site Location is between 0.25 mile and 6 miles from its nearest fault, and the nearest fault varies by Site Location. The potential for surface rupture due to faulting occurring beneath the Site Locations is considered low. Additionally, ground disturbance associated with the removal of static displays would be temporary and minimal. Therefore, impacts associated with surface rupture from a known earthquake fault would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to earthquake faults would be less than significant.

Impact. *Strong Seismic Ground Shaking:* As described in Section IV.F of the Draft EIR and the Geology and Soils Evaluation included as Appendix G of the Draft EIR, the Site Locations are located within the seismically active region of Southern California and would potentially be subject to strong seismic ground shaking if a moderate to strong earthquake occurs on a local or regional fault. However, State and local codes require that structures are designed and constructed to reduce risk of collapse during an earthquake. Additionally, compliance with Project Design Feature GEO-PDF-1, which would require all development activities to incorporate various geotechnical recommendations, will reduce these risks. Further, the Project would not involve any construction or operations activities that would create unstable seismic conditions or stresses in the earth's crust. As discussed above, there are no known active faults underlying the Project site. Therefore, impacts associated with strong seismic ground shaking would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to seismic ground shaking would be less than significant.

Impact. *Seismic-Related Ground Failure:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation included as Appendix G of the Draft EIR, site-specific liquefaction analyses would be required by Project Design Feature GEO-PDF-1 in order to determine if the site soils would be susceptible to liquefaction during the design-based seismic event, which is the event a structure is designed to withstand without collapsing. If the sites are susceptible to liquefaction, the proposed TCN Structures would be supported by a deep foundation system consisting of caissons or piles. Additionally, the Project would be designed in accordance with the MRDC and Los Angeles Building Code, which requires implementation of engineering techniques to minimize ground failure hazards. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. As such, the Project would not exacerbate existing environmental conditions or cause or accelerate geologic hazards related to liquefaction. Therefore, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to seismic ground failure would be less than significant.

Impact. *Erosion and Soil Loss:* The TCN Structures would be constructed with the use of a drill rig that would drill a hole up to 50 feet in depth on an approximately 10-foot by 10-foot area, depending on soil conditions and size of the digital display. As such, grading activities and potential soil erosion and loss of topsoil would be limited. In addition, all grading activities would require review and approval of a final site-specific geotechnical report by the Metro Capital Engineering Group and/or LADBS, which would include requirements and standards designed to ensure that substantial soil erosion does not occur. Furthermore, on-site grading and site preparation would comply with all applicable provisions of LAMC Chapter IX, Article 1, which addresses grading, excavations, and fills. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. Therefore, with compliance with regulatory requirements, the Project would not result in substantial soil erosion or the loss of topsoil. As such, this impact related to geology and soils would be less than significant.

Reference. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil loss would be less than significant.

Impact. *Soil Instability – Liquefaction and Lateral Spreading:* As discussed more in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, the Project's impacts the Site Locations are susceptible to lateral spreading wherever they are susceptible to liquefaction, as liquefaction-related effects include lateral spreading. As discussed above, Project Design Feature GEO-PDF-1 will require site-specific liquefaction analyses to avoid ground failure. The Project would not cause or accelerate liquefaction. Therefore, impacts related to liquefaction and lateral spreading would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil instability would be less than significant.

Impact. *Soil Instability – Subsidence:* As discussed more in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, no large-scale extraction of groundwater, gas, oil, or geothermal energy currently occurs or is planned at the Site Locations. Therefore, the potential for ground subsidence due to the withdrawal of fluid or gas at the Site Locations are low. Project excavations for placement of the TCN Structures would extend to a maximum depth of approximately 50 feet. As discussed in the Geology and Soils Evaluation, the historic high groundwater levels vary according to the location of each TCN Structure and may be as shallow as 5 feet below ground surface. Although dewatering operations may be required during construction, such activities would be limited and temporary and would not involve large-scale water extraction. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. As such, the Project would not be located on or exacerbate a geologic unit or soil that is unstable, which could potentially result in subsidence. Impacts related to subsidence would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil instability would be less than significant.

Impact. *Soil Instability – Collapse:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, the fill soil composition and depth that underlie the proposed TCN Structures vary by Site Location. The proposed TCN Structures would thus be supported by foundation systems according to the soil type, with deep foundation systems potentially necessary at certain sites. Depending on the geologic materials at each individual site, the foundation system may derive its bearing capacity from native alluvial soils, and/or bedrock. Fill materials are not considered suitable for support of the recommended foundation system and would not be used. These recommendations would be incorporated in accordance with Project Design Feature GEO-PDF-1. In addition, the Project would be required to provide a final, site-specific geotechnical report that would include the preliminary recommendations from the Geology and Soils Evaluation as well as final recommendations that would be enforced by the Metro Capital Engineering Group and/or LADBS. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. As such, the Project would not be located on or exacerbate a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in collapse. Impacts associated with collapsible soils would be less than significant.

Reference. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil instability would be less than significant.

Impact. *Expansive Soils:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, the on-site geologic materials at the Site Locations are in the low to high expansion range. Per Project Design Feature GEO-PDF-1, it is anticipated that where structurally necessary, the proposed TCN Structures would be supported by a deep foundation system, consisting of caissons or piles. Depending on the geologic materials encountered at each individual site, the foundation system may derive its bearing capacity from native alluvial soils, and/or bedrock. Fill materials are not considered suitable for support of the recommended foundation system and would not be used. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. With implementation of Project Design Feature GEO-PDF-1, potential impacts associated with expansive soils would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts related to expansive soils would be less than significant.

7.7 GREENHOUSE GAS EMISSIONS

As discussed in Section IV.G of the Draft EIR, the Project would result in less-than-significant impacts related to greenhouse gas emissions with respect to the following significance thresholds:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Impact. The Project would result in direct and indirect GHG emissions generated by different types of emissions sources, including construction, display operations, vehicles accessing the Project site, and off-road equipment. As discussed more fully in Section IV.G of the Draft EIR, when taking into consideration implementation of the Metro 2019 CAAP GHG reduction measures, as well as the applicable requirements set forth in Metro's Green Construction Policy

and the City of Los Angeles Green Building Code, and full implementation of current State mandates, the Project's GHG emissions for the Project in 2025 would equal 35 MTCO₂e per year (amortized over 30 years) during construction and 479 MTCO₂e per year during operation of the Project with a combined total of approximately 514 MTCO₂e per year.

CEQA Guidelines Section 15064.4(b)(2) allows a lead agency to determine a threshold of significance that applies to the Project, and, accordingly, the threshold of significance applied here is whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For the Project, the applicable adopted regulatory plan to reduce GHG emissions is SCAG's 2020–2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers qualitative consistency with regulations or requirements adopted by AB 32's *2008 Climate Change Scoping Plan* and subsequent updates, Metro's 2019 CAAP and the City of LA's Green New Deal.

As described in Section IV.G of the Draft EIR, the Project's features, and design render it consistent with Statewide, regional, and local climate change mandates, plans, policies, and recommendations. The Project's signage would assist with reducing congestion and delay times of motorists by providing traffic information and alternative routes which would result in a reduction in GHG emissions. Further, the TCN Structures would provide off-site advertising that would direct funds to new and expanded transportation programs including the potential to fund GHG reduction measures such as bus electrification programs which would be consistent with goals of SCAG's 2020-2045 RTP/SCS. The plan consistency analysis provided in the Draft EIR demonstrates that the Project complies with or exceeds the plans, policies, regulations, and GHG reduction actions/strategies outlined in CARB's *2008 Climate Change Scoping Plan* and subsequent updates, SCAG's 2020–2045 RTP/SCS, City of Los Angeles' Green New Deal and Metro's 2019 CAAP. Thus, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Furthermore, because the Project would be consistent with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project impacts related to GHG emissions would be less than significant.

References. Section IV.G, Greenhouse Gas Emissions, of the Draft EIR, pages IV.G- through IV.G-72. Appendix C-3, Greenhouse Gas Worksheets and Modeling Output Files, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that this impact related to greenhouse gas emissions would be less than significant.

7.8 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section IV.H of the Draft EIR, the Project would result in less-than-significant impacts related to hazards and hazardous materials with respect to the following significance thresholds:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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; and
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

Impact. *Transport, Use, and Disposal of Hazardous Materials:* As discussed in Section IV.H, Hazards and Hazardous Materials, Section VI, Other CEQA Considerations, and Appendix A, Initial Study, of the Draft EIR, the Project could include the routine use of hazardous materials such as fuel and oils associated with construction equipment, coatings, paints, adhesives, and cleaners. Project Operations would involve the routine use of small quantities of potentially hazardous materials typical of those used for maintenance of TCN Structures. Such use would be consistent with that currently occurring within the vicinity of the Site Locations. All potentially hazardous materials used during construction and operations would be used and disposed of in accordance with manufacturers' specifications and instructions. Additionally, the transport, use, and storage of hazardous materials during construction and operations would be required to comply with all applicable State and federal laws. As such, with compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, impacts associated with the routine transport, use, or disposal of hazardous materials during construction and operation of the Project would be less than significant.

References. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49. Section VI, Other CEQA Considerations, pages VI-19 through VI-20. Appendix A, Initial Study, to the Draft EIR, pages 32–35.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the transport, use, and disposal of hazardous materials would be less than significant.

Impact. *Release of Methane Gas:* As discussed in Section IV.H of the Draft EIR, several Site Locations are located zones where there may be subsurface methane gas produced from naturally occurring petroleum fields. The Project would comply with all applicable regulations regarding methane. When properly implemented, compliance measures would reduce methane-

related risks to a less than significant level. As such, with regulatory compliance, the Project would not exacerbate the risk of upset and accident conditions associated with methane. Therefore, impacts related to methane would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of methane gas would be less than significant.

Impact. Release of Asbestos-Containing Materials: As discussed in Section IV.H of the Draft EIR, asbestos-containing materials (ACMs) may be present in the static displays that would be removed as part of the Project. The Project would comply with all applicable regulatory measures regarding ACMs. With compliance with applicable regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of asbestos fibers into the environment. As such, with regulatory compliance, the Project would not exacerbate the risk of upset and accident conditions associated with ACMs. Therefore, impacts related to ACMs would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of asbestos-containing materials would be less than significant.

Impact. Release of Lead-Based Paint: As discussed in Section IV.H of the Draft EIR, lead-based paint (LBP) may be present in the approximately 200 static displays (at minimum) to be taken down as part of the Project. The Project would comply with all applicable regulatory measures regarding LBP. With compliance with applicable regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of LBP into the environment. As such, with regulatory compliance, the Project would not exacerbate the risk of upset and accident conditions associated with LBPs. Therefore, impacts related to LBP would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of lead-based paints would be less than significant

Impact. *Release of Hazardous Materials (During Project Operation):* As discussed in Section IV.H of the Draft EIR, Project operation would involve the routine use of small quantities of potentially hazardous materials. Such use would be consistent with that currently occurring within the vicinity of the Site Locations. In addition, all hazardous materials used at the Site Locations during operation would be used, stored, and disposed of in accordance with all applicable federal, state and local requirements. Therefore, impacts related to the release of hazardous materials during operation would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of hazardous materials during Project operations would be less than significant.

Impact. *Emergency Plan Interference:* As discussed in Section VI, Other CEQA Considerations, Appendix A, Initial Study, and Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, the Project would involve construction of TCN Structures and takedown of existing static displays on a variety of locations on Metro property within the City and would, therefore, be located near several disaster routes designated by the City's Safety Element. However, Project construction would not result in interference with adopted emergency plans because temporary construction barricades or other obstructions would be subject to the City's permitting process, which requires a traffic control plan subject to City review and approval. Development and implementation of these plans for all construction activity would minimize potential impacts associated with emergency procedures. During operation, the Project would not require the permanent closure of any local public or private streets and would not impede emergency vehicle access to the Site Locations or surrounding area. Therefore, with compliance with applicable regulatory requirements, the Project would not impede emergency access within the Site Locations or vicinity that could cause an impediment along City designated disaster routes such that the Project would impair the implementation of the City's emergency response plan. Furthermore, one of the primary benefits of the TCN Program is to enhance communication during emergency events. Therefore, impacts related to the implementation of the City's emergency response plan would be less than significant.

References. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49. Section VI, Other CEQA Considerations, pages VI-19 through VI-20. Appendix A, Initial Study, to the Draft EIR, pages 32–35.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that these hazards and hazardous materials impacts related to emergency plan interference would be less than significant.

7.9 HYDROLOGY AND WATER QUALITY

As discussed in the Initial Study, Appendix A.1 to the Draft EIR, the Project would result in less-than-significant impacts related to hydrology and water quality with respect to the following significance thresholds:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - (i) Result in substantial erosion or siltation on- or off-site;
 - (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - (iii) 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
 - (iv) Impede or redirect flood flows; or
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; and
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Impact. *Surface and Groundwater Quality:* As discussed more fully in Section VI, Other CEQA Considerations, and Appendix A.1, Initial Study, of the Draft EIR, with the implementation of regulatory requirements and BMPs, Project construction would not result in the discharge of potential pollutants into stormwater runoff for all Site Locations, including those adjacent to the LA River and Ballona Wetlands. Furthermore, the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirement associated with groundwater protection for all Site Locations including those adjacent to the LA River and Ballona Wetlands. Similarly, all hazardous materials used at the Site Locations during operation

would be used in accordance with manufacturers specifications and regulatory requirements. Therefore, the Project would not result in discharge that would violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality or groundwater quality.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to surface and groundwater quality would be less than significant.

Impact. *Groundwater Recharge:* Due to the limited size of the holes that would be drilled and the temporary nature of any dewatering, the Project would not substantially impact groundwater supplies or groundwater recharge during construction. Therefore, the Project's temporary construction activities would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basins for all Site Locations, including those adjacent to the LA River and Ballona Wetlands. Additionally, the amount of impervious area created by the Project would be minimal, as each of the 56 proposed TCN Structures would be constructed on an approximately 10-foot by 10-foot area. Furthermore, the Project would not include the installation of water supply wells. Therefore, Project operations would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basins. Thus, impacts with regard to groundwater recharge during construction and operation would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to groundwater recharge would be less than significant.

Impact. *Erosion, Siltation, and Runoff:* Each TCN Structure would be constructed on an approximately 10-foot by 10-foot area, and would not be located within a stream or river. In addition, as discussed above, grading and trenching activities associated with construction of the TCN Structures would be limited. As discussed above, during construction, the Project would implement BMPs and erosion control measures in accordance with regulatory requirements for all Site Locations, including those adjacent to the LA River and Ballona

Wetlands. Such BMPs and erosion control measures would also control runoff. Additionally, the impervious area created by the TCN Structures would be minimal and would not alter existing drainage patterns in the area such that substantial erosion or siltation would occur. Therefore, impacts with regard to erosion and siltation as well as runoff during construction and operation would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to erosion, siltation, and runoff would be less than significant.

Impact. Flooding: The TCN Structures would be constructed on an approximately 10-foot by 10-foot area, creating an impervious area that would not be large enough to substantially impede, alter or redirect flood flows. Additionally, the use of hazardous materials during construction and operations would comply with manufacturers' specifications and instructions and regulatory requirements. Therefore, the Project would not risk release of pollutants due to project inundation, and impacts with regard to the release of pollutants due to project inundation would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to flooding would be less than significant.

Impact. Consistency with Water Plans: During construction, the implementation of BMPs and erosion control measures in accordance with regulatory requirements would target any pollutants that could potentially be carried in stormwater runoff. Furthermore, any hazardous materials used during construction and operation (for maintenance) would be used in accordance with manufacturer's specifications and regulatory requirements. In addition, the minimal excavation required for the TCN Structures would not substantially impact groundwater, and in the event dewatering is required, such dewatering would occur in accordance with regulatory requirements. As such, the Project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Therefore, impacts with regard to a water quality control plan or a sustainable groundwater management plan would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to Water Quality Control Plans and Sustainable Groundwater Management Plans would be less than significant.

7.10 LAND USE AND PLANNING

As discussed in Section IV.I of the Draft EIR, the Project would result in less-than-significant impacts related to land use and planning with respect to the following significance threshold:

- Physically divide an established community.

Impact. *Physical Division of Community:* As discussed further in Section IV.I, Land Use and Planning, Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, to the Draft EIR, the Project would involve construction of TCN Structures and takedown of existing static displays on a variety of locations on Metro property within the City. The TCN Structures would be constructed on a 10-foot by 10-foot area, and, therefore, the area of disturbance for each TCN Structure would be minimal. In addition, the Project does not include buildings or large infrastructure improvements (such as a freeway) that could divide the existing surrounding community. Therefore, as determined in the Initial Study, the Project would not physically divide an established community. As such, these impacts would be less than significant.

References. Section IV.I, Land Use and Planning, of the Draft EIR, page IV.I-14. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-23. Appendix A.1, Initial Study, to the Draft EIR, pages 41–42.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these land use and planning impacts related to physical division of an established community would be less than significant.

7.11 MINERAL RESOURCES

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to mineral resources with respect to the following significance thresholds:

- 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; and

- 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.

Impact. *Availability of Known Valuable Resources:* As discussed further in Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, to the Draft EIR, some of the Site Locations are mapped within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, a mineral producing area as classified by the California Geological Survey, and a City-designated oil field or oil drilling area. However, no mineral extraction operations currently occur at the Site Locations for the TCN Structures, nor are any such operations proposed as part of the Project. In addition, the TCN Structures would be constructed on a 10-foot by 10-foot area located adjacent to already developed roadways and the Zoning Ordinance enabling the review and approval of Site Locations for TCN Structures would further limit the locations for development. As such, these impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-23. Appendix A.1, Initial Study, to the Draft EIR, pages 42–43.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to mineral resources related to the availability of known valuable mineral resources would be less than significant.

Impact. *Locally-Important Recovery Sites:* For the same reasons discussed above with respect to the availability of known valuable mineral resources, these impacts would be less than significant..

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-23. Appendix A.1, Initial Study, to the Draft EIR, pages 42–43.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to mineral resources related to the availability of locally-important mineral resource recovery sites would be less than significant.

7.12 NOISE

As discussed in Section IV.J of the Draft EIR, the Project would result in less-than-significant impacts related to noise with respect to the following significance thresholds:

- 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;
- Generate excessive groundborne vibration or groundborne noise levels; and
- 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, expose people residing or working in the project area to excessive noise levels.

Impact. *Increased Ambient Noise Levels (Off-Site Construction):* As discussed in Section IV.J of the Draft EIR, the major noise sources associated with off-site construction trucks would be from the material delivery/concrete/haul trucks, which would travel between the Site Locations and the nearest freeway ramps. Project construction would generate a maximum of five trucks per day. Noise generated by these trucks would be well below the existing ambient noise levels along the roadways between the Site Locations and the nearest freeway. Therefore, temporary noise impacts from off-site construction traffic would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to off-site construction would be less than significant.

Impact. *Increased Ambient Noise Levels (Operation):* As discussed in Section IV.J of the Draft EIR, Project operations would not generate any on-site noise or significant vehicle trips. Vehicle trips would only occur occasionally for maintenance activities as needed. As such, Project operations would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the City's general plan or noise ordinance, or applicable standards of other agencies. Therefore, the Project's operational noise impacts from on- and off-site sources would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to Project operations would be less than significant.

Impact. *Vibrations (Building Damage from On-Site Construction):* As discussed in Section IV.J of the Draft EIR, the Project would generate groundborne construction vibration. The FTA has published standard vibration velocities for various construction equipment operations. The highest vibration generation would occur during the drilling for the structure foundation and would remain well below the most stringent vibration thresholds. In addition, the removal of the

existing static displays would not require the use of large earthmoving equipment. Therefore, vibration associated with the existing static displays removal (e.g., a mobile crane, container truck and small backhoe) would be well below the building damage significance threshold. Therefore, the on-site vibration impacts during construction of the Project, pursuant to the significance criteria for building damage, would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to on-site construction vibrations would be less than significant.

Impact. Vibrations (Off-Site): According to FTA data, “[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.” Therefore, vibration generated by construction trucks traveling along the anticipated haul routes would be well below both the most stringent building damage criterion and the applicable human annoyance criterion. As such, the Project's vibration impact from off-site construction activities (i.e., construction trucks traveling on public roadways) would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to off-site vibrations would be less than significant.

Impact. Vibrations (Operation): As discussed in Section IV.J of the Draft EIR, the Project operation would not generate any significant vibration sources. Therefore, operation of the Project would not result in the generation of excessive groundborne vibration levels that would be perceptible in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Project would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to Project operations would be less than significant.

Impact. Airport Noise: Several Site Locations are located within two miles of a public airport. However, there are no people residing in or working at the TCN Structures, which would be

exposed to aircraft noise. Therefore, the Project would not expose people to excessive airport noise levels, and noise impacts would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to airport noise would be less than significant.

7.13 POPULATION AND HOUSING

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to population and housing with respect to the following significance threshold:

- 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).

Impact. *Population Growth:* While construction of the Project would create temporary construction-related jobs, the construction workers would likely be hired from the large, highly mobile regional construction work force already living and working within the Los Angeles metropolitan region that moves from project to project. The work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Typically, construction workers pass through various development projects on an intermittent basis as their particular trades are required. Given the short duration of the work for construction of each TCN Structure and takedown of an existing static display, and the large size and mobility of the construction labor pool that can be drawn upon in the region, construction workers would not be expected to relocate their residences within this region or move from other regions into this region in response to the short-term Project-related construction employment opportunities and, therefore, no new permanent residents would be generated during construction of the Project. Additionally, while the TCN Program operations could result in additional employment, the additional employees would not be substantial in number and would likely already live in the region. As such, Project operations would not induce substantial unplanned population growth. Therefore, the Project's impacts relating to substantial population growth would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-24. Appendix A.1, Initial Study, to the Draft EIR, pages 44–45.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these population and housing impacts related to population growth would be less than significant.

7.14 PUBLIC SERVICES

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to public services with respect to the following significance threshold:

- 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:
 - Fire protection;
 - Police protection;
 - Schools;
 - Parks;
 - Other public facilities.

Impact. *Public Facilities:* Due to the small size of the construction areas and limited duration of construction activities, construction of the Project would generate minimal demand for police and fire protection services. In addition, construction workers would not be expected to relocate their residences within this region or move from other regions into this region and thus would not generate a demand for additional schools, parks or libraries. As such, construction of the Project would not result in a demand for new fire facilities, police facilities, schools, parks, or other public facilities such as libraries, the construction of which could cause significant impacts. In addition, while the TCN Program could result in additional employees associated with operation of the Program, the additional employees would not be substantial in number and would likely already live in the region. As such, operation of the Project would not result in the demand for new fire facilities, police facilities, schools, parks, or other public facilities such as libraries, the construction of which could cause significant impacts. Therefore, impacts associated with public services would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-25. Appendix A.1, Initial Study, to the Draft EIR, pages 45–46.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these public services impacts would be less than significant.

7.15 RECREATION

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to recreation with respect to the following significance thresholds:

- 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; and
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Impact. *Increased Facility Use:* As discussed more in Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, of the Draft EIR, the Project does not propose the development of residential uses, which would create a demand on nearby parks or recreational facilities. Additionally, the Project would not result in a substantial increase in new employees within the region. Therefore, the Project would not substantially increase the demand for offsite public parks and recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated. These impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-25. Appendix A.1, Initial Study, to the Draft EIR, page 47.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these recreation impacts related to increased recreational facility use would be less than significant.

Impact. *New/Expanded Facilities:* As discussed more in Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, of the Draft EIR, the Project does not include recreational facilities. Additionally, as discussed above, the Project does not include residential uses that would result in the increased use of existing facilities. Thus, the Project would not necessitate construction of new facilities. These impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-25. Appendix A.1, Initial Study, to the Draft EIR, page 47.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these recreation impacts related to new or expanded recreational facilities would be less than significant.

7.16 TRANSPORTATION

As discussed in Section IV.K of the Draft EIR, the Project would result in less-than-significant impacts related to transportation with respect to the following significance thresholds:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and
- Result in inadequate emergency access.

Impact. Consistency with Programs, Plans, Ordinances, and Policies: The programs, plans, ordinances, and policies applicable to the Project include the Metro 2028 Vision Plan, the 2020-2045 RTP/SCS, the Mobility Plan, the LAMC, LADOT's Vision Zero Program, the Health and Wellness Element of the Plan for a Healthy Los Angeles, the California Vehicle Code, and the California Outdoor Advertising Permit Requirements. As discussed more fully in Section IV.K, Transportation, Section IV.B, Air Quality, and Appendix I, Land Use, of the DEIR, the Project would not conflict with any of these programs, plans, ordinances, or policies. Therefore, the Project's impacts related to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities is less than significant.

References. Chapter IV.K, Transportation, of the Draft EIR, pages IV.K-10 through IV.K-23. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Appendix I, Land Use, to the Draft EIR.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these transportation impacts related to program, plan, ordinance, and policy consistency would be less than significant.

Impact. Geometric Design Features and Incompatible Uses: The digital display faces of the TCN Structures would use LED lighting with a daytime maximum of up to 6,000 candelas and 300 maximum candelas at nighttime, depending on the Site Location. Louvers would be installed to shade the LED lights from creating unintentional light spillage, assist in reducing reflection, and in turn would create a sharper image. Further, the digital displays would be set to refresh every 8 seconds and would transition instantly with no motion, moving parts, flashing, or scrolling messages. Illumination of the digital displays would conform to applicable Federal and State regulations for signs oriented toward roadways and freeways. Thus, as described more fully in Section IV.K, Transportation, and Appendix K, Transportation and Traffic Safety Review, of the Draft EIR, Project operation would not create a dangerous distraction for drivers. Based on the facts above and in the Draft EIR, Project impacts relating to hazards from geometric design features or incompatible uses would be less than significant.

References. Chapter IV.K, Transportation, of the Draft EIR, pages IV.K-10 through IV.K-23. Appendix K, Transportation and Traffic Safety Review, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these transportation impacts related to geometric design features and incompatible uses would be less than significant.

Impact. *Emergency Access:* As discussed in Section IV.K, Transportation, Section VI, Other CEQA Considerations, and Appendix A, Initial Study, of this Draft EIR, while it is expected that most construction activities for the Project would be confined to the Site Locations, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Additionally, Project operations would not alter existing traffic patterns. Furthermore, one of the primary benefits of the TCN Program is to provide communication to travelers during emergency events. Therefore, the Project would not result in inadequate emergency access to the Site Locations or surrounding uses. As such, impacts regarding emergency access would be less than significant.

References. Section IV.K, Transportation, of the Draft EIR, pages IV.K-10 through IV.K-23. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-25 through VI-26. Appendix A, Initial Study, to the Draft EIR, pages 47–49.

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

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these transportation impacts related to emergency access would be less than significant.

7.17 UTILITIES AND SERVICE SYSTEMS

As discussed in Section IV.M, Utilities and Service Systems, and Chapter VI, Other CEQA Considerations, of the Draft EIR, the Project would result in less-than- significant impacts related to utilities and service systems with respect to the following significance thresholds:

- 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;
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;

- 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; and
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Impact. *Electrical Facilities:* As discussed more fully in Section IV.M, Utilities and Service Systems, and Section IV.E, Energy, of the Draft EIR, Project construction would require minimal electricity and would not adversely affect existing electrical infrastructure serving the surrounding uses. Similarly, LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's operational electricity demand. Based on these facts and those in the Draft EIR, Project construction and operations would not result in an increase in demand for electricity that exceeds the existing available supply or distribution infrastructure capabilities, such that construction of new energy facilities or expansion of existing facilities would be required. Therefore, this impact related to utilities and service systems would be less than significant.

References. Section IV.M, Utilities and Service Systems, of the Draft EIR, pages IV.M-5 through IV.M-7. Section IV.E, Energy, of the Draft EIR, pages IV.E-18 through IV.E-36.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to electrical facilities would be less than significant.

Impact. *Water, Wastewater Treatment, Stormwater Drainage, Natural Gas, and Telecommunications Facilities:* The Project would involve limited use of water during construction and operation (associated with maintenance) and would not generate wastewater. Additionally, the Project would not be of a size or type that would generate the demand for substantial stormwater drainage infrastructure improvements. Furthermore, construction and operation of the Project would not utilize natural gas and thus would not generate a demand for new natural gas infrastructure. Finally, construction and operation of the Project would not result in the demand for substantial telecommunications infrastructure improvements. Therefore, the Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, natural gas or telecommunication facilities. Thus, these impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to water, wastewater, stormwater, natural gas, and telecommunications facilities would be less than significant.

Impact. *Water Supply:* The Project would have a minimal demand for water during construction and during operation (related to maintenance). Therefore, the Project would not result in impacts associated with water supply.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to water supply would be less than significant.

Impact. *Solid Waste Generation:* The project would generate a minimal amount of construction waste which would be accommodated within the Azusa Land Reclamation Landfill's remaining disposal capacity of 58.84 million tons. Soil export is not included in the calculation of construction waste since soil is not disposed of as waste but, rather, is typically used as a cover material or fill at other construction sites requiring soils import. Based on the above, Project construction would not 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. Furthermore, the Project would not generate on-site employees or residents. As such, Project operation would not 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.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to solid waste generation would be less than significant.

Impact. *Solid Waste Laws and Regulations:* The Project would comply with applicable waste diversion requirements during construction. As operation of the Project would not generate solid waste, there are no regulations that would be implemented. Therefore, impacts related to solid waste would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

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

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to solid waste laws and regulations would be less than significant.

8. ENVIRONMENTAL RESOURCES FOUND TO NOT BE IMPACTED

One or more aspects of the following environmental resources would not be impacted by the Project:

- Agriculture and Forestry Resources (farmland conversion; conflicts with agricultural zoning or Williamson Act contracts; conflicts with forest land zoning; loss or conversion of forest land; other environmental changes leading to farmland or forest land conversion)
- Biological Resources (conflicts with habitat conservation plans)
- Geology and Soils (landslide risk; soils incapable of supporting septic tanks)
- Hazards and Hazardous Materials (wildland fires)
- Population and Housing (displacement of people or housing)
- Transportation (CEQA Guidelines Section 15064.3, subdivision (b))
- Utilities and Service Systems (water, wastewater, stormwater, natural gas, and telecommunications infrastructure; wastewater treatment capacity)
- Wildfire (emergency response or evacuation plan; exposure of project occupants to wildfire pollutants; risk exposure)

Impact. No impacts would occur.

References. Section IV.C, Biological Resources, page IV.C-40; Section IV.F, Geology and Soils, pages IV.F-51, IV.F-54; Section IV.H, Hazards and Hazardous Materials, pages IV.H-48 through IV.H-49; Section IV.I, Land Use and Planning, page IV.I-14; Section IV.K, Transportation, page IV.K-17; Chapter VI, Other CEQA Considerations, pages VI-16 through VI-28; and Appendix A.1, Initial Study, of the Draft EIR, pages 16–55.

Mitigation Measures. No impacts would occur and mitigation measures are not required.

Findings. For the reasons discussed in the initial study and the Draft EIR, Metro finds that the Project would not result in impacts to one or more aspects of the resources as listed above.

9. CUMULATIVE IMPACTS

As required by CEQA Guidelines Section 15130, the impact analysis in the EIR considers the individual and cumulative environmental effects of the Project. This analysis is a two-step

process. The first step is to determine whether or not the combined effects from the Project and related projects would result in a potentially significant cumulative impact. If the answer is no, then the EIR only briefly needs to indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. If the answer is yes, then the analysis proceeds to the second step, which is to determine whether the proposed project's incremental effects are cumulatively considerable, and therefore significant.

CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable" to mean that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. As explained more fully in Section III.B, Related Projects, of the Draft EIR, the cumulative analysis for the Project considers the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Metro Vision 2028 Strategic Plan, Metro's 2020 Long Range Transportation Plan (LRTP), Metro's NextGen Bus Study, and the City's Sidewalk and Transit Amenity Program.

As discussed more fully in the Draft EIR and in the Initial Study, Appendix A.1 to the Draft EIR, Metro finds that cumulative impacts related to Aesthetics (light and glare), Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources (archaeological resources; human remains), Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Recreation, or Wildfire would not be significant. Thus, these impacts are not discussed further below.

9.1 AESTHETICS

Impact. *Scenic Vistas and Visual Character:* As discussed above and in the Draft EIR, it is conservatively concluded that the proposed TCN Structures would result in significant impacts associated with views and visual character at Site Locations NFF-2, NFF-3, NFF-16 and NFF-21. Specifically, five historical resources, including the North Spring Street Bridge (Caltrans Bridge No. 53C0859), Lankershim Depot, the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge (Caltrans Bridge No. 53C0044) are near these TCN Structures. While the TCN structures would not physically impact the historical resources, the TCN structures would impede visibility of and thus detract from the character defining features of these five historical resources. To the extent that there are related projects that introduce additional visual features that distract from these historical resources, cumulative impacts associated with scenic views would be significant and the Project's contribution is considered to be cumulatively considerable.

Impact. *Consistency with Plan Policies and Regulations Regarding Scenic Quality:* As discussed above and in the Draft EIR, the Project would conflict with plan policies regarding scenic quality. To the extent that there are related projects that also result in inconsistencies with plan policies regarding scenic quality, cumulative impacts associated with scenic views

would be significant, and the Project's contribution is considered to be cumulatively considerable.

Finding. For the reasons discussed above and in the Draft EIR, Metro finds that these cumulative aesthetic impacts would be significant and unavoidable.

9.2 CULTURAL RESOURCES

Impact. *Historical Resources:* Cumulative impacts may occur if the Project and related projects, as identified in Section III, Environmental Setting, of the Draft EIR, cumulatively affect historical resources in the immediate vicinity, contribute to changes within the same historic district, or involve resources that are examples of the same property type or significant within the same context as the ones within the Study Area of the Project Site. A significant cumulative impact associated with the Project and related projects would occur if the combined impact of the Project and related projects would materially and adversely alter those physical characteristics that convey the historic significance of a historical resource and that justify its listing, or eligibility for listing, as a historical resource. Each of the related projects would be required to study and, if necessary, mitigate any impacts on the integrity or significance of surrounding historical resources. However, if the related projects would result in significant and unavoidable impacts on a historical resource that is the same property type or significant within the same context as the ones within the Study Area of a Site Location, the Project's cumulative impact to historical resources would be potentially significant and unavoidable. Therefore, the Project is conservatively concluded to have a cumulatively considerable contribution to cumulative impacts to historical resources.

Finding. For the reasons discussed above and in the Draft EIR, Metro finds that these cumulative impacts to cultural resources would be significant and unavoidable.

9.3 LAND USE AND PLANNING

Impact. *Land Use Consistency:* As indicated in Section III, Environmental Setting, of the Draft EIR, cumulative growth is anticipated in the surrounding area of the Site Locations through 2025, the Project's anticipated buildout year. The related projects are comprised of transportation improvements that are included in the 2020-2045 RTP/SCS, Metro's 2020 Long Range Transportation Plan, the NextGen Bus Plan, and Sidewalk and Transit Amenity Program, which are encouraged by the land use policies evaluated above. Furthermore, the related projects and the Project would improve and expand traffic and transportation systems and maximize efficiency of a congested road network consistent with local and regional goals and objectives. As with the Project, the related projects would undergo consistency review with relevant land use policies and regulations by State and Local regulatory agencies and would be subject to CEQA review. Nonetheless, as discussed above, Site Locations NFF 2, NFF 3, NFF 16, NFF 21, FF 29 and FF 30 would result in significant impacts associated with consistency with land use policies. As such, to the extent that other related projects in the vicinity of these

Site Locations also result in significant land use consistency impacts, the Project's contribution to land use impacts would be cumulatively considerable.

Finding. For the reasons discussed above and in the Draft EIR, Metro finds that these cumulative land use and planning impacts would be significant and unavoidable.

10. ALTERNATIVES AND MITIGATION MEASURES

CEQA provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” (PRC, § 21002.) However, “in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.” (*Ibid.*) As defined by CEQA, “feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. (PRC, § 21061.1; CEQA Guidelines, § 15126.6(f)(1).)

In determining whether an alternative or mitigation measure is “feasible” under CEQA, an agency may consider whether that alternative or mitigation measure will promote the project's objectives and goals. (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993), 23 Cal.App.4th 704, 715; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 [citing 2 Kostka & Zischke, Practice Under the Cal. Environmental Quality Act (Cont.Ed.Bar 2d ed.2009) § 17.30, p. 825].) The feasibility determination also “encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *California Native Plant Society, supra*, at p. 1001.) Broad policy decisions come into play when determining whether alternatives or mitigation measures are feasible, and “an alternative that ‘is impractical or undesirable from a policy standpoint’ may be rejected as infeasible.” (*Ibid* [quoting 2 Kostka & Zischke, *supra*, § 17.29, p. 824] [upholding agency's reliance on policy considerations like “promoting transportation alternatives” and “access to . . . open space for persons with disabilities” in making its infeasibility findings].)

10.1 ALTERNATIVES

Pursuant to CEQA Guidelines Section 15126.6(a), the EIR described and evaluated a range of reasonable alternatives to the Project that would avoid or substantially reduce the significant impacts of the Project.

The EIR examined three alternatives to the Project in detail, which include Alternative 1, the No Project Alternative; Alternative 2, Elimination of Impacts Relating to Historical Resources Alternative; and Alternative 3, Elimination of All Significant and Unavoidable Impacts Alternative.

Pursuant to CEQA Guidelines Section 15126.6(c), the EIR discussed additional alternatives that were considered for analysis but rejected as infeasible and explained the reasons for their rejection. The proposed Site Locations were chosen as they were the most feasible locations for construction and would not affect natural features such as trees and landscaping. The locations were also chosen based on their geographic spacing, and visibility and accessibility for commuters. Given the number of additional Metro properties located adjacent to freeways and major roadways, several alternative locations may be available that would also reduce these significant impacts to a less than significant level. Assuming that these alternative site locations would not be placed in proximity to historical resources and that the same mitigation measures for the Project would be implemented, these locations would result in impacts that would be similar to those of Alternative 2. In addition, Alternative 3 would eliminate Site Locations NFF-2, NFF-3, NFF-16, NFF-21, as well as eliminate or relocate Site Locations FF-29 and FF-30 outside of the coastal area of the Palms–Mar Vista–Del Rey Community Plan. Assuming that alternative site locations are available that would not be placed in proximity to historical resources and would not be located within the coastal area of the Palms–Mar Vista–Del Rey Community Plan, these locations would result in impacts that would be similar to those of Alternative 3. Therefore, an alternative location alternatives analysis is not further evaluated.

10.2 NO PROJECT ALTERNATIVE

The No Project Alternative, or Alternative 1, is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project. Under Alternative 1, no new permanent development would occur within the Site Locations, and the existing environment would be maintained. No existing static signs would be removed. Further, the proposed Zoning Ordinance for the TCN Program under the Project would not occur. Thus, the physical conditions of the Site Locations would generally remain as they are today. No new construction would occur. Further, no revenue would be generated from the Project to fund new and expanded transportation programs.

Although the No Project Alternative would avoid the Project's significant impacts, Metro finds that specific economic, legal, social, technological, and other considerations render the No Project Alternative identified in the EIR infeasible. (CEQA Guidelines Section 15091(a)(3)). Alternative 1 would not fulfill any of the Project Objectives. By pursuing the No Project Alternative, Metro would not increase its capacity for real-time data collection to improve traffic and transit management; expand its transportation public messaging network; improve public safety and emergency communications; maximize efficiency of congested road networks; generate revenue for both Metro and the City to fund transportation programs; implement Goal 4 of the Metro Vision 2028 Strategic Plan; reduce the overall square footage of existing static off-premise displays within the City; or locate TCN Structures in such a way as to efficiently relay information to commuters, without increasing distractions to motorists. For these reasons, Metro finds that the No Project Alternative is not feasible.

10.3 ALTERNATIVE 2

Alternative 2, the Elimination of Impacts Relating to Historical Resources Alternative, would eliminate TCN Structures at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 proposed by the Project. The remaining 52 TCN Structures would be proposed under this alternative. As with the Project, Alternative 2 would provide for an overall reduction in static displays (at least 2-to-1 square footage take-down ratio), throughout the City. Impacts to historical resources and the related aesthetic and land use impacts associated with Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 would be eliminated. As with the proposed Project, under Alternative 2, the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures Citywide.

The purpose of the Project is to provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro's communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City of Los Angeles.

Alternative 2 would not meet the basic objective of the Project to maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction. By reducing the number of TCN Structures that could display advertisements, Alternative 2 would generate less advertising revenue. As a result, Alternative 2 would be less effective at fulfilling Goal 2 of Metro's Vision 2028 Strategic Plan because less funding would be available for programs that would enhance experiences for all Metro users.

Moreover, because the fundamental nature of the Project is to create a network of locations that can both collect transportation data and disseminate transportation-related information to the public, reducing the number of TCN locations will reduce the overall effectiveness of the Project. Alternative 2 would therefore be substantially less effective at fulfilling the objectives of the Project. Fewer TCN Site Locations would result in reduced real-time data collection to aid in signal timing, micro-transit data and Metro vanpool on demand services. At the same time, Alternative 2 would result in fewer people having access to public safety notifications provided by the TCN Program. As a result, this Alternative would not serve some areas within the City as well as others.

Similarly, reducing TCN Site Locations would result in fewer opportunities to expand Metro's transportation public messaging network, reducing Metro's visibility and accessibility for all

commuters compared to the Project. Alternative 2 would result in a network with less geographical coverage than the Project, which would ultimately impair the network's effectiveness at promoting travel alternatives to improve roadway safety and congestion.

In addition to the Project-specific objectives discussed above, Alternative 2 would be less effective at fulfilling Metro's policy objectives. The Metro's Vision 2028 Strategic Plan is the foundational strategic plan that establishes the mission, vision, and goals that will guide Metro's decision-making. It recognizes that population and economic growth in LA County are increasing travel demand, and that the current system is inadequately meeting the needs of its users due to inefficient use of the roadways. Thus, the Plan identifies multiple goals and initiatives that aim to achieve Metro's vision for future transportation in LA County.

The advertising revenue provided by the Project will fund: transportation projects and services in the City, including City transit lines or other public transit service; the acquisition of transit-related equipment, included buses, trucks, transit shelters and street furniture; sidewalks, curb improvements, and beautification projects needed to improve conditions for public transit patrons; pedestrian safety improvements in the public right-of-way including speed humps, street resurfacing, traffic lane or pedestrian marking and signage, and acquisition of property to widen the public right-of-way to create safer traffic flow, bicycle lanes, and safer pedestrian routes. With less funding, generated by the Alternative, the Project would be less effective of fulfilling the goals of Metro's Vision 2028 Strategic Plan.

Reducing the number of TCN locations will also reduce the ability of Metro to satisfy policy objectives that could be served by increased data collection, network coverage, and transmission of information to the traveling public. Therefore, Alternative 2 would be less effective at meeting the following goals of Metro's Vision 2028 Strategic Plan:

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,
3. Enhance communities and lives through mobility and access to opportunity, and
4. Transform LA County through regional collaboration and national leadership.

While the Project would support the goals and initiatives identified in the Vision Plan, the reduction of TCN Structures in Alternative 2 would be less effective. For example, the Vision Plan anticipates that Metro will improve its transit assets, deliver positive trip experiences for transportation system users, and increase mobility and access. As discussed above, Alternative 2 will not maximize revenue for Metro and City to fund transportation improvements such as additional public transit services, new vehicles, new transit infrastructure, and aesthetic and safety improvements on public roadways. Additionally, the reduced effectiveness of Alternative 2 at collecting and distributing information, discussed above, would be less consistent with the

Vision Plan's goals relating to improving the experiences of commuters and increasing visibility of and access to Metro's services.

In the Vision Plan, Metro also acknowledges that its "individual infrastructure projects will need to be coordinated and vetted in the context of Southern California Association of Governments (SCAG) Regional Transportation Plan" SCAG policies are directed towards developing regional land use patterns that reduce vehicle miles and improve the transportation system. The 2020-2045 RTP/SCS centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets.

For example, the RTP/SCS includes goals to improve travel experiences and the transportation system, increase travel efficiency, and reduce the climate and air quality impacts of transportation. As discussed above, the reduced revenue that would be generated by Alternative 2 would hinder the pursuit of transportation system improvements that are consistent with the RTP/SCS. At the same time, the reduced ability of Alternative 2 to collect and share data would limit the opportunity for data-driven solutions to improve roadway efficiency and ultimately reduce VMT.

For these reasons, Metro finds that Alternative 2 is not feasible.

10.4 ALTERNATIVE 3

Alternative 3, the Elimination of All Significant and Unavoidable Impacts Alternative, would eliminate Site Locations NFF 2, NFF 3, NFF 16, and NFF 21, as well as eliminate or relocate FF-29 and FF-30 outside of the coastal area of the Palms – Mar Vista – Del Rey Community Plan. As with the Project, Alternative 3 would provide for an overall reduction in static displays throughout the City. The remaining 50 TCN Structures would be proposed under this alternative. As with the Project, Alternative 3 would provide for an overall reduction in static displays (2 to 1 square footage take-down ratio), throughout the City. Impacts to aesthetics, historic resources, and land use would be eliminated. As with the Project, under Alternative 3 the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures Citywide.

Alternative 3 would include a reduced number of TCN Structures. Due to the reduction in TCN Structures, Alternative 3 would be less effective at meeting the Project's objectives and Metro's broader policy goals for the same reasons discussed above with respect to Alternative 2.

Alternative 3 would not meet the basic objective of the Project to maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction. By reducing the number of TCN Structures that could display advertisements, Alternative 3 would generate less advertising revenue. As a result, Alternative 3 would be less effective at fulfilling Goal 2 of Metro's Vision 2028 Strategic

Plan because less funding would be available for programs that would enhance experiences for all Metro users.

Moreover, because the fundamental nature of the Project is to create a network of locations that can both collect transportation data and disseminate transportation-related information to the public, reducing the number of TCN locations will reduce the overall effectiveness of the Project. Alternative 2 would therefore be substantially less effective at fulfilling the objectives of the Project. Fewer TCN Site Locations would result in reduced real-time data collection to aid in signal timing, micro-transit data and Metro vanpool on demand services. At the same time, Alternative 3 would result in fewer people having access to public safety notifications provided by the TCN Program. As a result, this Alternative would not serve some areas within the City as well as others.

Similarly, reducing TCN Site Locations would result in fewer opportunities to expand Metro's transportation public messaging network, reducing Metro's visibility and accessibility for all commuters compared to the Project. Alternative 3 would result in a network with less geographical coverage than the Project, which would ultimately impair the network's effectiveness at promoting travel alternatives to improve roadway safety and congestion.

In addition to the Project-specific objectives discussed above, Alternative 3 would be less effective at fulfilling Metro's policy objectives. The Metro's Vision 2028 Strategic Plan is the foundational strategic plan that establishes the mission, vision, and goals that will guide Metro's decision-making. It recognizes that population and economic growth in LA County are increasing travel demand, and that the current system is inadequately meeting the needs of its users due to inefficient use of the roadways. Thus, the Plan identifies multiple goals and initiatives that aim to achieve Metro's vision for future transportation in LA County.

The advertising revenue provided by the Project will fund: transportation projects and services in the City, including City transit lines or other public transit service; the acquisition of transit-related equipment, including buses, trucks, transit shelters and street furniture; sidewalks, curb improvements, and beautification projects needed to improve conditions for public transit patrons; pedestrian safety improvements in the public right-of-way including speed humps, street resurfacing, traffic lane or pedestrian marking and signage, and acquisition of property to widen the public right-of-way to create safer traffic flow, bicycle lanes, and safer pedestrian routes. With less funding, generated by the Alternative, the Project would be less effective of fulfilling the goals of Metro's Vision 2028 Strategic Plan.

Reducing the number of TCN locations will also reduce the ability of Metro to satisfy policy objectives that could be served by increased data collection, network coverage, and transmission of information to the traveling public. Therefore, Alternative 3 would be less effective at meeting the following goals of Metro's Vision 2028 Strategic Plan:

5. Provide high-quality mobility options that enable people to spend less time traveling,
6. Deliver outstanding trip experiences for all users of the transportation system,

7. Enhance communities and lives through mobility and access to opportunity, and
8. Transform LA County through regional collaboration and national leadership.

While the Project would support the goals and initiatives identified in the Vision Plan, the reduction of TCN Structures in Alternative 3 would be less effective. For example, the Vision Plan anticipates that Metro will improve its transit assets, deliver positive trip experiences for transportation system users, and increase mobility and access. As discussed above, Alternative 3 will not maximize revenue for Metro and City to fund transportation improvements such as additional public transit services, new vehicles, new transit infrastructure, and aesthetic and safety improvements on public roadways. Additionally, the reduced effectiveness of Alternative 3 at collecting and distributing information, discussed above, would be less consistent with the Vision Plan's goals relating to improving the experiences of commuters and increasing visibility of and access to Metro's services.

In the Vision Plan, Metro also acknowledges that its "individual infrastructure projects will need to be coordinated and vetted in the context of Southern California Association of Governments (SCAG) Regional Transportation Plan" SCAG policies are directed towards developing regional land use patterns that reduce vehicle miles and improve the transportation system. The 2020-2045 RTP/SCS centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets.

For example, the RTP/SCS includes goals to improve travel experiences and the transportation system, increase travel efficiency, and reduce the climate and air quality impacts of transportation. As discussed above, the reduced revenue that would be generated by Alternative 3 would hinder the pursuit of transportation system improvements that are consistent with the RTP/SCS. At the same time, the reduced ability of Alternative 3 to collect and share data would limit the opportunity for data-driven solutions to improve roadway efficiency and ultimately reduce VMT.

For these reasons, Metro finds that Alternative 3 is not feasible.

10.5 FINDINGS FOR MITIGATION MEASURES

The Metro Board has considered every mitigation measure recommended in the Draft EIR and included in the Mitigation Monitoring and Reporting Program (MMRP). Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. The MMRP will be adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Project. As described above in Section 5 of these Findings, Metro has rejected as infeasible other potential mitigation measures considered in the EIR.

Some comments on the Draft EIR suggested additional mitigation measures and/or modifications to the measures recommended in the Draft EIR. As shown in the Final EIR, Metro

incorporated suggestions where appropriate or Metro explained why the suggested mitigation measures were not feasible and/or not superior to the mitigation measures identified in the Draft EIR. The Metro Board acknowledges staff for its careful consideration of these comments and agrees with the Final EIR in those instances when staff did not accept proposed language, and hereby ratifies, adopts, and incorporates the Final EIR's reasoning on these issues. As discussed in Section 6 of these Findings, with implementation of the mitigation measures set forth in the MMRP, the Project would not result in any significant and unavoidable impacts.

11. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA Guidelines Section 15093, if a project's EIR and administrative record substantiate that the project would result in significant and unavoidable impacts, then the lead agency is required to balance the project's significant and unavoidable impacts against its economic, legal, social, technological, or other benefits. If these benefits outweigh the significant and unavoidable impacts, then the significant and unavoidable impacts may be deemed acceptable. In such a case, the lead agency must state, in writing, the specific reasons that support this conclusion. This section presents the Project's potential significant and unavoidable impacts followed by Metro's findings as to why the Project's benefits outweigh these significant and unavoidable impacts.

11.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Project would result in the following significant and unavoidable impacts:

Aesthetics (scenic vistas). The Project would include TCN Structures at four Site Locations that would be near five historical resources. The TCN Structures would not physically impact these historical resources, but the TCN Structures would impede the visibility of the historical resources. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, the Project would result in substantial adverse effects on scenic vistas, and the impacts would be significant and unavoidable.

Aesthetics (visual character). The proximity of four TCN Structures to five historical resources, mentioned above, would detract from the character defining features of those historical resources. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, the Project would result in significant and unavoidable impacts associated with visual character.

Aesthetics (conflicts with plans). As mentioned above, the four TCN Structures that would impact historical resources would thus be inconsistent with several goals and policies of the Central City North, Central City, and North Hollywood–Valley Villa Community Plans regarding historical resources and associated visual impacts. In addition, the Project would also be inconsistent with Palms–Mar Vista–Dey Community Plan policies regarding placement of two

other TCN Structures within the coastal area. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, the Project would result in significant and unavoidable impacts due to its conflicts with plans related to historical resources and associated visual impacts.

Cultural Resources (historical resources). As mentioned above, four TCN Structures near five historical resources would result in a permanent and unavoidable effect on the integrity of the setting and feeling of those resources. Although these historical resources are within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the TCN Structures at these Site Locations would likely detract from the character-defining features and affect the viewsheds of the resources. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. As such, impacts to historical resources from the Project would be significant and unavoidable.

Land Use and Planning. As mentioned above, four TCN Structures near five historical resources and two TCN Structures in the coastal area would conflict with goals and policies in local plans adopted for the purpose of avoiding or mitigating environmental effects. Specifically, four TCN Structures would conflict with a few goals and policies in the Central City North, Central City, North Hollywood–Valley Village Community Plans, as well as the General Plan’s Conservation Element policies related to historical resources. In addition, two TCN Structures would conflict with the Palms–Mar Vista–Del Rey Community Plan policy regarding placement of off-site advertising within coastal areas. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. As such, impacts related to conflicts with applicable plans, policies, and regulations would be significant and unavoidable.

11.2 DETERMINATION

Metro concludes that the overall benefits of the Project outweigh the significant and unavoidable impacts discussed above, and that the significant and unavoidable impacts are thus considered acceptable.

As provided in Section II, Project Description, of the Draft EIR, the underlying purpose of the Project is to provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro’s communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City of Los Angeles. The Project would result in the following benefits:

- Incorporate features for real-time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services;

- Geographically space the multifunctional TCN Structures to expand Metro's transportation public messaging network and ability to broadcast information to commuters in a variety of ways to further increase Metro's visibility and accessibility for all commuters;
- Improve public safety by notifying the public of roadway improvements, road hazards, Earthquake Early Warning System notifications, Amber Alerts, and emergency situations;
- Maximize efficiency of the congested road network by promoting public awareness of travel alternatives based on geography and time constraints such as alternative routes, carpooling alternatives, and public transportation opportunities;
- Maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction;
- Implement Goal 4 of the Metro Vision 2028 Strategic Plan by creating an avenue for regional collaboration and comprehensive, timely, and real-time information sharing across government agencies to regionally improve traffic and transportation systems;
- Reduce overall square footage of existing static off-premise displays within the City of Los Angeles; and
- Locate the TCN Structures at sites, elevations, and angles that would not increase distraction to motorists while still efficiently relaying information to commuters.

By providing these benefits, the Project will help to fulfill transportation related goals and policies set forth in the Community Plans, the General Plan Framework Element, SCAG's 2020–2045 RTP/SCS, the Mobility Plan, and Metro's Vision Plan.

The TCN Program would enable Metro to quickly collect a large quantity of real time travel and traffic data, while also allowing Metro to more easily process the data and transmit information to other transportation agencies and to commuters. The TCN Structures would also incorporate real time data to aid in traffic signal timing and Metro vanpool on-demand services. Additionally, the TCN Program would enable the collection of event congestion data for LAX, Dodger Stadium, the Hollywood Bowl, and other large venues, including travel demand management services for the 2028 Olympic and Paralympic Games, and would also provide information regarding available parking spaces in park-and-ride lots.

The TCN Program would create advertising revenue for both Metro and the City, expanding the agencies' funding for transportation programs. The Project is expected to generate \$300-\$500 million over the initial 20-year term, which would fund new and expanded transportation programs that would improve the performance, efficiency, and reliability of existing and future bus and transit services while also decreasing VMT, reducing traffic congestion, and improving air quality.

In addition to adding TCN Structures, the Project would include the removal of static billboards. Communities, particularly underserved communities and communities of color, have long struggled

with the blight of static billboards. The Project would reduce blight and readjust this imbalance by removing a proportionately higher number of static displays from properties within Equity Focus Communities (EFCs) and adding a proportionately lower number of TCN Structures in EFCs.

IV. Mitigation Monitoring and Reporting Program

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 the lead agency for the 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. The primary purpose of the MMRP is to ensure that the project design features (PDFs) and mitigation measures (MMs) identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

2. Organization

As shown in Section 4 Mitigation Monitoring and Reporting Program below, each identified PDF and MM for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- **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:** The entity accountable for the action.
- **Enforcement Agency:** The agency or agencies responsible for overseeing the implementation of mitigation.
- **Monitoring Phase:** The timing of when implementation of the action is verified.

3. Program Modification

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made subject to Metro

IV. Mitigation Monitoring and Reporting Program

approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMRP and the need to protect the environment. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMRP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMRP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact or a substantial increase in the severity of a previously identified significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning for Metro as the Lead Agency also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

4. Mitigation Monitoring and Reporting Program

Table IV-1
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
Aesthetics				
Project Design Feature AES-PDF-1: State of the art louvers or other equivalent design features shall be incorporated into the design of TCN Structures FF-13, FF-14, FF-25, FF-29, and FF-30 such that the light trespass illuminance at sensitive habitat at the proposed Bowtie State Park, at the mapped biological resources in the vicinity of TCN Structure FF-25, and at the Ballona Wildlife Reserve to the south of the Marina Freeway, west of Culver Boulevard, do not exceed 0.02 footcandles.	Incorporate louvers or other equivalent design features into the design	Construction Contractor	Metro	Preconstruction; Construction
Air Quality				
Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators rather than temporary diesel or gasoline generators will be used during construction.	Use power poles and/or solar powered generators where feasible	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction; Construction
Biological Resources				
Mitigation Measure BIO-MM-1: Implement Biological Resource Protection Measures during Construction (All Site Locations and takedown locations of existing static displays). The following BMPs shall be implemented during construction to minimize direct and indirect impacts on biological resources and special-status species: • Prior to the commencement of construction, a Project biologist (a person with, at minimum, a bachelor's degree in biology, ecology, or a related environmental science; greater than five years of experience and knowledge of natural history, habitat affinities, and id of flora and fauna species; and knowledge of all relevant federal, state, and local laws governing biological resources, including CDFW qualifications for field surveyors) shall be designated to be responsible for overseeing compliance with protective measures for biological resources during vegetation clearing and work activities within and adjacent to areas of native habitat. The Project biologist will be familiar with the local habitats, plants, and wildlife and maintain communications with the contractor on issues relating to biological resources and compliance with applicable environmental requirements. The Project biologist may designate other qualified biologists or biological monitors to help oversee Project compliance or conduct preconstruction surveys for special-status species. These biologists will have familiarity with the species for which they would be conducting preconstruction surveys or monitoring construction activities. • The Project biologist or designated qualified biologist shall review final plans; designate areas that need temporary fencing (e.g., ESA fencing); and monitor construction activities within and adjacent to areas with native vegetation communities, regulated aquatic features, or special-status plant and wildlife species. The qualified biologist shall monitor compliance with applicable environmental requirements during construction activities within designated areas during critical times, such as initial ground-disturbing activities (fencing to protect native species). The qualified biologist shall check construction barriers	Retain a qualified biologist.	Construction Contractor	Metro	Preconstruction; Construction
	Conduct a Worker Environmental Awareness Program for all Project personnel and contractors who will be on the Site Locations.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Conduct a preconstruction survey for special-status species.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Inspect the Site Location footprint immediately prior to, and during construction to identify the presence of invasive weeds.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Designate areas that need temporary fencing (e.g., ESA fencing); and monitor construction activities within and adjacent to areas with native vegetation communities, regulated aquatic features, or special-status plant and wildlife species.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Incorporate contractor responsibilities into applicable construction documents including plans and specifications.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p>or exclusion fencing and provide corrective measures to the contractor to ensure the barriers or fencing are maintained throughout construction. The qualified biologist shall have the authority to stop work if a federally or state-listed species is encountered within the Project footprint during construction. Construction activities shall cease until the Project biologist or qualified biologist determines that the animal will not be harmed or that it has left the construction area on its own. The Project biologist shall notify Metro, and Metro shall notify the appropriate regulatory agency within 24 hours of sighting of a federally or State-listed species.</p> <ul style="list-style-type: none">• Prior to the start of construction, all Project personnel and contractors who will be on the Site Locations during construction shall complete mandatory training conducted by the Project biologist or a designated qualified biologist. Any new Project personnel or contractors that start after the initiation of construction shall also be required to complete the mandatory Worker Environmental Awareness Program training before they commence with work. The training shall advise workers of potential impacts on special-status vegetation communities and special-status species and the potential penalties for impacts on such vegetation communities and species. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities within the Site Location footprints (including vegetation communities subject to USACE, CDFW, and RWQCB jurisdiction); (2) the purpose for resource protection; (3) sensitivity of special-status species to human activities; (4) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced areas to avoid special-status resource areas in the field (i.e., avoided areas delineated on maps or in the BSA by fencing); (5) environmentally responsible construction practices; (6) the protocol to resolve conflicts that may arise at any time during the construction process; (7) reporting requirements and procedures to follow should a special-status species be encountered during construction; and (8) Avoidance Measures designed to reduce the impacts on special-status species.• The training program will include color photos of special-status species and special-status vegetation communities. Following the education program, the photos will be made available to the contractor. Photos of the habitat in which special-status species are found will be posted on site. The contractor shall provide Metro with evidence of the employee training (e.g., a sign-in sheet) on request. Project personnel and contractors shall be instructed to immediately notify the Project biologist or designated biologist of any incidents that could affect special-status vegetation communities or special-status species. Incidents could include fuel leaks or injury to any wildlife. The Project biologist shall notify Metro of any incident, and Metro shall notify the appropriate regulatory agency.• The Project biologist shall conduct a preconstruction survey for special-status species within the Project footprint prior to vegetation clearing, and/or ground disturbance. Any wildlife encountered will be encouraged to leave the Site Location footprint or relocated outside of the Site Location footprint if feasible.• The Project biologist shall request that the contractor halt work, if necessary,				

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p>and confer with Metro prior to contacting the appropriate regulatory agencies to ensure the proper implementation of species and habitat protection measures. The Project biologist shall report any noncompliance issue to Metro, and Metro will notify the appropriate regulatory agencies.</p> <ul style="list-style-type: none">• The Project biologist shall inspect the Site Location footprint immediately prior to, and during construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the Project. Such measures may include inspection and cleaning of construction equipment and use of eradication strategies.• ESA fencing shall be placed along the perimeter of the Site Location footprint, where necessary, to prevent inadvertent intrusions into habitat identified as ESA. Work areas will be clearly marked in the field and confirmed by the Project biologist or designated biologist prior to any clearing, and the marked boundaries will be maintained throughout the duration of the work. Staging areas, including lay down areas and equipment storage areas, will be flagged and fenced with ESA fencing (e.g., orange plastic snow fence, orange silt fencing). Fences and flagging will be installed by the contractor in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of Metro.• No work activities, materials or equipment storage, or access shall be permitted outside the Site Location footprint without permission from Metro. All parking and equipment storage used by the contractor related to the Project shall be confined to the Site Location footprint and established paved areas. Undisturbed areas and special-status vegetation communities outside and adjacent to the Site Location footprint shall not be used for parking or equipment storage. Project-related vehicle traffic shall be restricted to the Site Location footprint and established roads and construction access points.• The contractor shall be required to conduct vehicle refueling and maintenance in upland areas where fuel cannot enter waters of the U.S. or WOS waters of the State and areas that do not have suitable habitat to support federally and/or state-listed species. Equipment and containers shall be inspected daily for leaks. Should a leak occur, contaminated soils and surfaces shall be cleaned up and disposed of in accordance with applicable local, State, and federal requirements.				
Mitigation Measure BIO-MM-2: Avoid Impacts on Migratory and Nesting Birds (All Site Locations and takedown locations of existing static displays). If construction activities occur between January 15 and September 15, a preconstruction nesting bird survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within the area proposed for disturbance in order to avoid the nesting activities of breeding birds by establishing a buffer until the fledglings have left the nest. The size of the buffer area varies with species and local circumstances (e.g., presence of busy roads) and is based on the professional judgement of the monitoring biologist, in coordination with the CDFW. The results of the surveys shall be submitted to Metro (and made available to the wildlife agencies [USFWS/	Retain a qualified biologist.	Construction Contractor/Qualified Biologist	Metro	Preconstruction
	Limit construction to outside the bird nesting season. Should vegetation be removed during these times, nesting bird surveys and species protection shall occur.	Construction Contractor/Qualified Biologist	Metro	Preconstruction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
CDFW], upon request) prior to initiation of any construction activities.				
Mitigation Measure BIO-MM-3: Avoid impacts on Least Bell’s Vireo, if present (Applicable to Site Locations FF-29 and FF-30). Suitable habitat for Least Bell's Vireo shall be removed outside of the nesting season (March 15 through September 30), between October 1 and March 14. Should habitat for Least Bell’s Vireo require removal between March 15 and September 30, or construction activities are initiated during this time, preconstruction surveys consisting of three separate surveys no more than seven days prior to vegetation removal shall be conducted by a qualified biologist. Should Least Bell’s Vireo be detected within 500 feet of the Site Location, construction activities shall be halted unless authorization has been obtained from USFWS.	Retain a qualified biologist.	Construction Contractor	Metro	Preconstruction
	Limit construction to outside the bird nesting season. Should vegetation be removed during these times, nesting bird surveys and species protection shall occur.	Construction Contractor/Qualified Biologist	Metro	Preconstruction
Mitigation Measure BIO-MM-4: Avoid Potential Impacts on Special-Status Bats (All Site Locations and take down locations of static displays). A qualified bat biologist shall conduct a preconstruction survey for potential bat habitat within the take down area of the static display or Site Location footprint prior to vegetation clearing, and/or ground disturbance for take down locations and all Site Locations. If suitable habitat is not found, then no further action is required. If suitable habitat is determined to be present: <ul style="list-style-type: none">• A qualified bat biologist shall survey potentially suitable structures and vegetation during bat maternity season (May 1st through October 1st), prior to construction, to assess the potential for the structures’ and vegetation’s use for bat roosting and bat maternity roosting, as maternity roosts are generally formed in spring. The qualified bat biologist shall also perform preconstruction surveys or temporary exclusion within 2 weeks prior to construction during the maternity season, as bat roosts can change seasonally. These surveys will include a combination of structure inspections, exit counts, and acoustic surveys.• If a roost is detected, a bat management plan shall be prepared if it is determined that Project construction would result in direct impacts on roosting bats. The bat management plan shall be submitted to CDFW for review and approval prior to implementation and include appropriate avoidance and minimization efforts such as:• Temporary Exclusion. If recommended by the qualified bat biologist, to avoid indirect disturbance of bats while roosting in areas that would be adjacent to construction activities, any portion of a structure deemed by a qualified bat biologist to have potential bat roosting habitat and may be affected by the Project shall have temporary eviction and exclusion devices installed under the supervision of a qualified and permitted bat biologist prior to the initiation of construction activities. Eviction and subsequent exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young bats inside during the summer months or hibernating/overwintering individuals during the winter. Such exclusion efforts are dependent on weather conditions, take a minimum of two weeks to implement, and must be continued to keep the structures free of bats until the completion of construction. All eviction and/or exclusion techniques shall be coordinated between the qualified bat biologist	Retain a qualified bat biologist.	Construction Contractor	Metro	Preconstruction; Construction
	Survey potentially suitable structures and vegetation during bat maternity season.	Construction Contractor/Qualified Bat Biologist	Metro	Preconstruction; Construction
	If a roost is detected prepare a bat management plan.	Construction Contractor/Qualified Bat Biologist	Metro	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
and the appropriate resource agencies (e.g., CDFW) if the structure is occupied by bats. If deemed appropriate, the biologist may recommend installation of temporary bat panels during construction. If a roost is detected but would only be subject to indirect impacts: <ul style="list-style-type: none">Daytime Work Hours. All work conducted under the occupied roost shall take place during the day. If this is not feasible, lighting and noise will be directed away from night roosting and foraging areas.				
Cultural Resources				
Mitigation Measure CUL-MM-1: Prior to the start of ground disturbance activities during Project construction, including demolition, digging, trenching, drilling, or a similar activity (Ground Disturbance Activities), a qualified principal archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology shall be retained to prepare a written Cultural Resource Monitoring and Treatment Plan in accordance with the Secretary of the Interior's Standards for Archaeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction. The Cultural Resource Monitoring and Treatment Plan shall include the professional qualifications required of key staff, monitoring protocols relative to the varying archaeological sensitivity across the Site Locations, provisions for evaluating and treating unanticipated cultural materials discovered during ground-disturbing activities, situations under which monitoring may be reduced or discontinued, and reporting requirements. Prior to the commencement of any Ground Disturbance Activities, the archaeological monitor(s) shall provide Worker Environmental Awareness Program (WEAP) training to construction workers involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of cultural resources. As part of the WEAP training, construction workers shall be informed about proper procedures to follow should a worker discover a cultural resource during Ground Disturbance Activities. In addition, construction workers shall be shown examples of the types of resources that would require notification of the archaeological monitor. The Applicant shall maintain on the Site Locations, for Metro inspection, documentation establishing that the training was completed for all construction workers involved in Ground Disturbance Activities. The archaeological monitor(s) shall observe all Ground Disturbance Activities on the Site Locations that involve native soils. If Ground Disturbance Activities are occurring simultaneously at multiple Site Locations, the principal archaeologist shall determine if additional monitors are required for other Site Locations where such simultaneous Ground Disturbance Activities are occurring. The on-site archaeological monitoring shall end when the archaeological monitor determines that monitoring is no longer necessary.	Retain a Qualified Principal Archeologist.	Construction Contractor	Metro	Preconstruction; Construction
	Prepare a Cultural Resource Monitoring and Treatment Plan.	Construction Contractor/Qualified Archeologist	Metro	Preconstruction; Construction
	Conduct a Worker Environmental Awareness Program for all Project personnel and contractors who will be on the Site Locations.	Construction Contractor/Qualified Archeologist	Metro	Preconstruction; Construction
	Archaeological monitor(s) shall observe all Ground Disturbance Activities on the Site Locations that involve native soils.	Construction Contractor/Qualified Archeologist	Metro	Preconstruction; Construction
Geology and Soils				
Project Design Feature GEO-PDF-1: All development activities conducted on the Site Locations will incorporate the professional recommendations contained in the Geology and Soils Evaluation and associated recommendations set forth in a site location-specific, design-level geologic and geotechnical investigation(s)	Incorporate the professional recommendations contained in the Geology and Soils Evaluation and associated recommendations set forth	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
approved by the Metro Capital Engineering Group and/or the Los Angeles Department of Building and Safety (LADBS), provided such recommendations meet and/or surpass relevant state and City laws, ordinances, Code requirements, and MRDC requirements, California Geological Survey's Special Publication 117A and the City's Building Code, as applicable. Such professional recommendations include site-specific subsurface exploration and laboratory testing, foundation systems that are specific to the geologic materials encountered at each individual site, and prohibition of the use of fill materials to support foundation systems.	in a site location-specific, design-level geologic and geotechnical investigation(s).			
Mitigation Measure GEO-MM-1: The services of a Project paleontologist who meets the Society of Vertebrate Paleontology standards (including a graduate degree in paleontology or geology and/or a publication record in peer reviewed journals, with demonstrated competence in the paleontology of California or related topical or geographic areas, and at least two full years of experience as assistant to a Project paleontologist), shall be retained prior to ground disturbance activities associated with Project construction in order to develop a site-specific Paleontological Resource Mitigation and Treatment Plan. The Paleontological Resource Mitigation and Treatment Plan shall specify the levels and types of mitigation efforts based on the types and depths of ground disturbance activities and the geologic and paleontological sensitivity of the Site Locations. The Paleontological Resource Mitigation and Treatment Plan shall also include a description of the professional qualifications required of key staff, communication protocols during construction, fossil recovery protocols, sampling protocols for microfossils, laboratory procedures, reporting requirements, and curation provisions for any collected fossil specimens.	Retain a Qualified Paleontologist.	Construction Contractor	Metro	Preconstruction
	Prepare a site-specific Paleontological Resource Mitigation and Treatment Plan.	Qualified Paleontologist	Metro	Preconstruction
Hazards and Hazardous Materials				
Mitigation Measure HAZ-MM-1 (All Site Locations): Soil Management Plan (SMP)—The Project Applicant shall implement an SMP, which shall be submitted to the Metro Capital Engineering Group and/or City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of excavation and grading activities. The Site Locations shall be subject to the general protocols described in the SMP regarding prudent precautions and general observations and evaluations of soil conditions to be implemented throughout grading, excavation, or other soil disturbance activities on the Site Locations. The protocols in the SMP shall include, but not be limited to, the following: <ul style="list-style-type: none">• Special precautions shall be taken to manage soils that will be disturbed during Project earthwork activities in areas containing Chemicals of Concern (COCs) above screening levels (SLs).• The following requirements and precautionary actions shall be implemented when disturbing soil at the Site Locations: no soil disturbance or excavation activities shall occur without a Project-specific Health and Safety Plan (HASP). Any soil that is disturbed, excavated, or trenched due to on-site construction activities shall be handled in accordance with applicable local, state, and federal regulations. Prior to the re-use of the excavated soil or the disposal of any soil from the Site Locations, the requirements and guidelines in the SMP	Review and approve soil management plan.	Metro Environmental Services Department and/or the Los Angeles Department of Building and Safety	Metro and/or City of Los Angeles	Preconstruction; Construction
	Implement soil management plan.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p>shall be implemented. The General Contractor shall conduct, or have its designated subcontractor conduct, visual screening of soil during activities that include soil disturbance. If the General Contractor or subcontractor(s) encounter any soil that is stained or odorous (Suspect Soil), the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils (e.g., cover suspect soil with plastic sheeting) and inform the Metro's representative and the environmental monitor. The environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by Metro prior to the beginning of work.</p> <ul style="list-style-type: none">• Prior to excavation activities, the General Contractor or designated subcontractor shall establish specific areas for stockpiling Suspect Soil, should it be encountered, to control contact by workers and dispersal into the environment, per the provisions provided in the SMP.• The General Contractor shall ensure that on-site construction personnel comply with all applicable federal, state, and local regulations, as well as the State of California Construction Safety Orders (Title 8). Additionally, if Suspect Soil is expected to be encountered, personnel working in that area shall comply with California Occupational Safety and Health Administration regulations specified in CCR Title 8, Section 5192. The General Contractor shall prepare a Project-specific HASP. It is the responsibility of the General Contractor to review available information regarding Site Location conditions, including the SMP, and potential health and safety concerns in the planned area of work. The HASP should specify COC action levels for construction workers and appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact Suspect Soil to perform all activities in accordance with the General Contractor and subcontractor's HASP. If Suspect Soil is encountered, to minimize the exposure of other workers to potential contaminants on the Site Location, the General Contractor or designated subcontractor may erect temporary fencing around excavation areas with appropriate signage as necessary to restrict access and to warn unauthorized on-site personnel not to enter the fenced area.• The General Contractor shall implement the following measures as provided in the SMP to protect human health and the environment during construction activities involving contact with soils at the Site Location: decontamination of construction and transportation equipment; dust control measures; storm water pollution controls and best management practices; and proper procedures for the handling, storage, sampling, transport and disposal of waste and debris.• The excavated soil should be screened using a calibrated hand-held PID to test for VOCs and methane as necessary.• In the event volatile organic compound (VOC)-contaminated soil is encountered during excavation on-site, a South Coast Air Quality Management District (SCAQMD) Rule 1166 permit shall be obtained before resuming excavation. Rule 1166 defines VOC-contaminated soil as a soil which registers a concentration of 50 ppm or greater of VOCs as measured before suppression				

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane. Notifications, monitoring, and reporting related to the SCAQMD Rule 1166 permit shall be the responsibility of the General Contractor. Protection of on-site construction workers shall be accomplished by the development and implementation of the HASP. <ul style="list-style-type: none">Known below-grade structures at the Site Locations (i.e., storm water infrastructure) shall be removed from the ground or cleaned, backfilled, and left in place as appropriate during grading and excavation. If unknown below-grade structures are encountered during Site Location excavation, the General Contractor shall promptly notify the Metro’s representative the same day the structure is discovered. Based on an evaluation of the unknown below-grade structure by the appropriate professional (e.g., environmental monitor, geotechnical engineer), Metro shall address the below-grade structure in accordance with applicable laws and regulations.A geophysical investigation shall be conducted at the Site Locations to clear the construction area of buried utilities.				
Mitigation Measure HAZ-MM-2 (Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21): Soil/vapor sampling and testing of soil samples shall be obtained during the site location-specific, design-level geologic and geotechnical investigation. Results of the testing would be submitted and approved by the Metro Capital Engineering Group and/or the Los Angeles Department of Building and Safety (LADBS).	Conduct soil/vapor sampling and testing.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction
	Review and approve soil/vapor sampling and testing results.	Metro Environmental Services Department and/or the Los Angeles Department of Building and Safety	Metro and/or City of Los Angeles	Preconstruction
Mitigation Measure HAZ-MM-3 (Site Locations FF-4, NFF-3, NFF-18, and NFF-21): A geophysical investigation shall be conducted to clear the construction area of buried utilities and to identify buried substructures, specifically oil wells and USTS. Results of the geophysical investigation shall be submitted to and approved by the Metro Capital Engineering Group and/or LADBS.	Conduct a geophysical investigation.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction
	Review and approve geophysical investigation results.	Metro Environmental Services Department and/or the Los Angeles Department of Building and Safety	Metro and/or City of Los Angeles	Preconstruction
Noise				
Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers’ standards). All equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.	Equip power construction equipment with state-of-the-art noise shielding and muffling devices.	Construction Contractor	Metro and/or City of Los Angeles	Construction
	Maintain noise shielding and muffling device equipment.	Construction Contractor	Metro and/or City of Los Angeles	Construction
Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure. <i>During TCN Structure NFF-11 Construction</i> <ul style="list-style-type: none">Between the Project construction area and the residential uses on 67th Street north of the Site Location (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R5.	Building plans shall include documentation prepared by a noise consultant verifying use of sound barriers.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction; Construction
	A temporary and impermeable sound barrier shall be erected.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p><i>During TCN Structure NFF-12 Construction</i></p> <ul style="list-style-type: none">Between the Project construction area and the residential uses on Victoria Avenue west of the Site Location (receptor location R6). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R6. <p><i>During TCN Structure NFF-14 Construction</i></p> <ul style="list-style-type: none">Between the Project construction area and the residential uses on Exposition Boulevard southeast of the Site Location (receptor location R7). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R7. <p><i>During TCN Structure NFF-19 Construction</i></p> <ul style="list-style-type: none">Between the Project construction area and the residential uses on New Hampshire Avenue west of the Site Location (receptor location R10). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R10. <p><i>During TCN Structure NFF-20 Construction</i></p> <ul style="list-style-type: none">Between the Project construction area and the residential uses on New Hampshire Avenue northwest of the Site Location (receptor location R12). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R12. <p><i>During TCN Structure NFF-21 Construction</i></p> <ul style="list-style-type: none">Between the Project construction area and the residential uses on Mateo Street west of the Site Location (receptor location R13). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R13. <p><i>During TCN Structure FF-13 Construction</i></p> <ul style="list-style-type: none">Between the Project construction area and the residential uses on Casitas Avenue Street west of the Site Location (receptor location R20). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R20. <p><i>During TCN Structure FF-26 Construction</i></p> <ul style="list-style-type: none">Between the Project construction area and the residential uses on Sepulveda Boulevard northeast of the Site Location (receptor location R25). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R25. <p><i>During TCN Structure FF-28 Construction</i></p> <ul style="list-style-type: none">Between the Project construction area and the residential uses on Exposition Boulevard south of the Site Location (receptor location R27). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R27. <p><i>During TCN Structure FF-33 Construction</i></p> <ul style="list-style-type: none">Between the Project construction area and the residential uses on Slauson Avenue north of the Site Location (receptor location R28). The temporary sound barrier shall be designed to provide a minimum 11-dBA noise reduction				

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
at the ground level of receptor location R28.				
Mitigation Measure NOI-MM-2: Construction for TCN Structure NFF-20 shall be completed prior to occupation of the adjacent future residential building (receptor R12B). Alternatively, construction equipment for the installation of the TCN Structure NFF-20 shall be limited to a maximum 75 dBA (L _{eq}) at 50 feet from the equipment.	Complete construction prior to occupation of the adjacent future residential building, or	Construction Contractor	Metro and/or City of Los Angeles	Construction
	Construction equipment shall be limited to a maximum 75 dBA (L _{eq}) at 50 feet from the equipment.	Construction Contractor	Metro and/or City of Los Angeles	Construction
Mitigation Measure NOI-MM-3: A temporary noise barrier shall be provided during the removal of existing static signage where noise sensitive uses are located within 200 feet of and have direct line-of-sight to the existing static signage to be removed. The temporary noise barrier shall be a minimum six feet tall and break the line-of-site between the construction equipment and the affected noise sensitive receptors.	Install a temporary noise barrier during the removal of existing static signage where noise sensitive uses are located within 200 feet of and have direct line-of-sight to the existing static signage to be removed.	Construction Contractor	Metro and/or City of Los Angeles	Construction
Mitigation Measure NOI-MM-4: The use of large construction equipment (i.e., large bulldozer, caisson drill rig, and/or loaded trucks) shall be limited to a minimum of 80 feet away from the existing residences near proposed TCN Structure FF-33 (receptor 28) and the future residences near proposed TCN Structure NFF-20 (receptor 12B), if these residences are constructed and occupied at the time Project construction activities occurs.	Limit use of large construction equipment (i.e., large bulldozer, caisson drill rig, and/or loaded trucks) to a minimum of 80 feet away from the existing residences	Construction Contractor	Metro and/or City of Los Angeles	Construction
Tribal Cultural Resources				
Mitigation Measure MM-TCR-1 (Retain a Tribal Consultant and Qualified Archaeologist): Prior to any ground-disturbing activities on the Site Locations associated with the Project Area, a tribal consultant and qualified archaeologist shall be retained to monitor ground-disturbing activities and ensure proper implementation of the Tribal Cultural Resources Monitoring and Mitigation Program (described in Mitigation Measure TCR-2, below). Ground disturbing activities are defined as excavating, digging, trenching, drilling, tunneling, grading, leveling, removing asphalt, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at a Site Location. A tribal consultant is defined as one who is on the Native American Heritage Commission (NAHC) Tribal Contact list. The tribal consultant will provide the services of a representative, known as a tribal monitor. A qualified archaeologist is defined as one who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) for archaeology. The qualified archaeologist shall submit a letter of retention to Metro no fewer than 30 days before ground-disturbing activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI PQS.	Retain a tribal consultant and qualified archaeologist.	Metro	Metro	Preconstruction; Construction
	A tribal consultant and qualified archaeologist shall monitor ground-disturbing activities and ensure proper implementation of the Tribal Cultural Resources Monitoring and Mitigation Program.	Construction Contractor/Qualified Archaeologist	Metro	Preconstruction; Construction
Mitigation Measure MM-TCR-2 (Develop a Tribal Cultural Resource Mitigation and Monitoring Program): Prior to any ground-disturbing activities within the Project Area, a Tribal Cultural Resource Mitigation and Monitoring Program (TCR MMP) shall be prepared by the qualified archaeologist. The TCR MMP shall incorporate the results of SWCA's <i>Tribal Cultural Resources Assessment for the Los Angeles County Metropolitan Transportation Authority's Transportation Communication Network Project</i> report, and reasonable and	Retain a qualified archaeologist.	Construction Contractor	Metro	Preconstruction; Construction
	Prepare Tribal Cultural Resources Monitoring and Mitigation Program.	Qualified Archaeologist	Metro	Preconstruction; Construction
	Implement Tribal Cultural Resources Monitoring and Mitigation Program.	Construction Contractor/Qualified Archaeologist	Metro	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p>feasible recommendations from tribal parties resulting from consultation. The TCR MMP shall include provisions for avoidance of unanticipated discoveries and procedures for the preservation of unanticipated discoveries where possible.</p> <p>The TCR MMP shall include, but not be limited to, provisions to conduct a worker training program, a monitoring protocol for ground-disturbing activities, discovery and processing protocol for inadvertent discoveries of tribal cultural resources, and identification of a curation facility should artifacts be collected. The TCR MMP shall require monitoring of ground-disturbing activities at all Site Locations and will provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving tribal cultural resources are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate at any given Site Location. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, spatial distribution of the materials identified, and input of the tribal consultant or their designated monitor. During monitoring, daily logs shall be kept and reported to Metro on a monthly basis.</p> <p>During ground-disturbing activities, the monitors shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially tribal cultural resources, as determined by the qualified archaeologist in consultation with the tribal monitor. In the event that tribal cultural resources or potential tribal cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop within a minimum of 25 ft or as determined by the qualified archaeologist in consultation with the tribal consultant based on the nature of the find and the potential for additional portions of the resource to remain buried in the unexcavated areas of the project site. The qualified archaeologist in consultation with the tribal consultant will evaluate the significance of the find and implement the protocol described in the TCR MMP before work can resume in the area surrounding the find that is determined to have sensitivity. Construction activities may continue in other areas in coordination with the qualified archaeologist and tribal consultant. Soils that are removed from the work site are considered culturally sensitive and will be subject to inspection on-site by the tribal and archaeological monitors. Provisions for inspection at an off-site location would be determined through consultation with the tribal and archaeological monitors, construction personnel, and Metro. Any tribal cultural resources that are not associated with a burial are subject to collection by the qualified archaeologist.</p> <p>The TCR MMP shall also summarize the requirements for coordination with consulting tribal parties in the event of a tribal cultural resource or potential tribal cultural resource is inadvertently discovered, as well as the applicable regulatory compliance measures or conditions of approval for inadvertent discoveries, including the discovery of human remains, to be carried out in concert with actions described in the TCR MMP and treatment plan prepared in compliance with Mitigation Measure TCR-3. The TCR MMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The TCR MMP shall be submitted to Metro at least 30 days prior to initiating ground-disturbing activities.</p>				

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
Mitigation Measure MM-TCR-3 (Treatment of Known Tribal Cultural Resources): A treatment plan will be developed for any historical archaeological sites that may be adversely affected/significantly impacted by the Project, including but not limited to CA-LAN-1575/H. The treatment plan will be developed based on the known constituents to guide the post-discovery process and initial treatment requirements upon discovery. The treatment plan will outline data recovery procedures to be followed and shall require controlled archaeological excavation within the first eight feet (ft) at all Site Locations proposed to be located within known tribal cultural resources, specifically an excavation unit measuring 3.28 ft by 3.28 ft across extending to a depth of at least 4.92 ft below the unpaved surface, followed by the use of a 4 inch hollow stem hand-auger to a total depth of at least 9.84 ft below the unpaved surface. Subsequent mechanical drilling will be conducted in approximately 1.64-ft increments to a depth of approximately 20 ft below the surface. Sediments from each of the 1.64-ft mechanical excavation levels will be inspected for the presence of Native American objects or evidence of a tribal cultural resource, and relevant environmental information obtained from the sediments will be recorded. The treatment plan will include provisions to allow for standard mechanical excavation to resume at levels above these depths in the event that sufficient evidence is identified to demonstrate that the sediments are more than 20,000 years old. The treatment plan may be modified and updated depending on the nature of the discovery and consultation with the State Historic Preservation Office (SHPO) and consulting parties. The treatment plan would be developed so that treatment of historical resources meets the Secretary of the Interior's <i>Standards and Guidelines</i> (1983) for archaeological documentation, the California Office of Historic Preservation (OHP)'s <i>Archaeological Resources Management Report, Recommended Contents and Formats</i> (1989), the Advisory Council on Historic Preservation's publication <i>Treatment of Archaeological Properties: A Handbook</i> , and the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 110 of the National Historic Preservation Act, and the Society for California Archaeology's <i>Guidelines for Determining the Significance of and Impacts to Cultural Resources and Fieldwork and Reporting Guidelines for Archaeological, Historic, and Tribal Cultural Resources</i> .	Develop a treatment plan for any historical archaeological sites that may be adversely affected/significantly impacted by the Project.	Qualified Archaeologist	Metro	Preconstruction; Construction
	Implement a treatment plan for any historical archaeological sites that may be adversely affected/significantly impacted by the Project.	Construction Contractor/ Qualified Archaeologist	Metro	Preconstruction; Construction

Notice of Determination**Appendix D****To:**

☒ Office of Planning and Research
 U.S. Mail: _____ Street Address: _____
 P.O. Box 3044 1400 Tenth St., Rm 113
 Sacramento, CA 95812-3044 Sacramento, CA 95814

☒ County Clerk
 County of: Los Angeles
 Address: 12400 Imperial Hwy
 Norwalk, CA 90650

From:

Public Agency: LA Metro
 Address: One Gateway Plaza
 Los Angeles, CA 90012
 Contact: Shine Ling
 Phone: (213)547-4326

Lead Agency (if different from above): _____

Address: _____

Contact: _____

Phone: _____

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

State Clearinghouse Number (if submitted to State Clearinghouse): 2022040363

Project Title: Transportation Communication Network

Project Applicant: Los Angeles County Metropolitan Transportation Agency

Project Location (include county): City of Los Angeles, Los Angeles County (see attachment A)

Project Description:

Metro proposes to implement the Transportation Communication Network (TCN), which would provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, increase communication, and provide for outdoor advertising that would be used to fund new and expanded transportation programs. Implementation of the Project would include the installation of up to 53 TCN Structures, all on Metro-owned property within the City of LA.

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

described project on 1/26/2023 and has made the following determinations regarding the above
 (date)
 described project.

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

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

One Gateway Plaza, Los Angeles, 90012

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Table 1
Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-1	3	US-101 North Lanes at Union Station	5409023941	1,200 (1)	30	40	40
FF-2	3	US-101 South Lanes at Center Street	5173019901	672 (2)	14	48	72
FF-3	3	US-101 North Lanes at Keller Street	5409021902	672 (2)	14	48	72
FF-4	3	US-101 South Lanes at Beaudry Street	5160024904	672 (2)	14	48	75
FF-5	1	US-101 North Lanes, Northwest of Lankershim Boulevard	2423038970	672 (2)	14	48	65
FF-6	3	I-5 South Lanes at North Avenue 19	5415002903	672 (2)	14	48	85
FF-7	3	I-5 North Lanes at San Fernando Road	5445007903	672 (2)	14	48	85
FF-8	3	I-5 South Lanes and Exit Ramp to I-10	5410009901	672 (2)	14	48	85
FF-9	3	I-10 West Lanes (Bus Yard)	5410009901	672 (2)	14	48	50
FF-10	3	I-10 West Lanes and Entrance Ramp from I-5	5170010901	672 (2)	14	48	95
FF-11	3	I-10 East Lanes and Exit Ramp to SR-60 and I-5	5170010901	672 (2)	14	48	95
FF-12	3	I-10 West Lanes at Griffin Avenue and East 16th Street	5132029905	672 (2)	14	48	80
FF-13	1	SR-2 South Lanes Northeast of Casitas Avenue	5436033906	672 (2)	14	48	85
FF-14	1	SR-2 North Lanes Northeast of Casitas Avenue	5442001900	672 (2)	14	48	85
FF-15	1	SR-170 South Lanes at Raymer Street	2324002901	672 (1)	14	48	40
FF-16	1	SR-170 North Lanes North of Sherman Way	2307021901	672 (1)	14	48	40
FF-17	1	I-5 North Lanes South of Tuxford Street	2408038900	672 (2)	14	48	85
FF-18	1	I-5 South Lanes South of Tuxford Street	2632001901	672 (2)	14	48	85
FF-19	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80
FF-20	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80
FF-21	2	I-110 South Lanes at Exposition Boulevard	5037030902	672 (2)	14	48	80

Table-1 (Continued)
Freeway Facing TCN Structure Locations

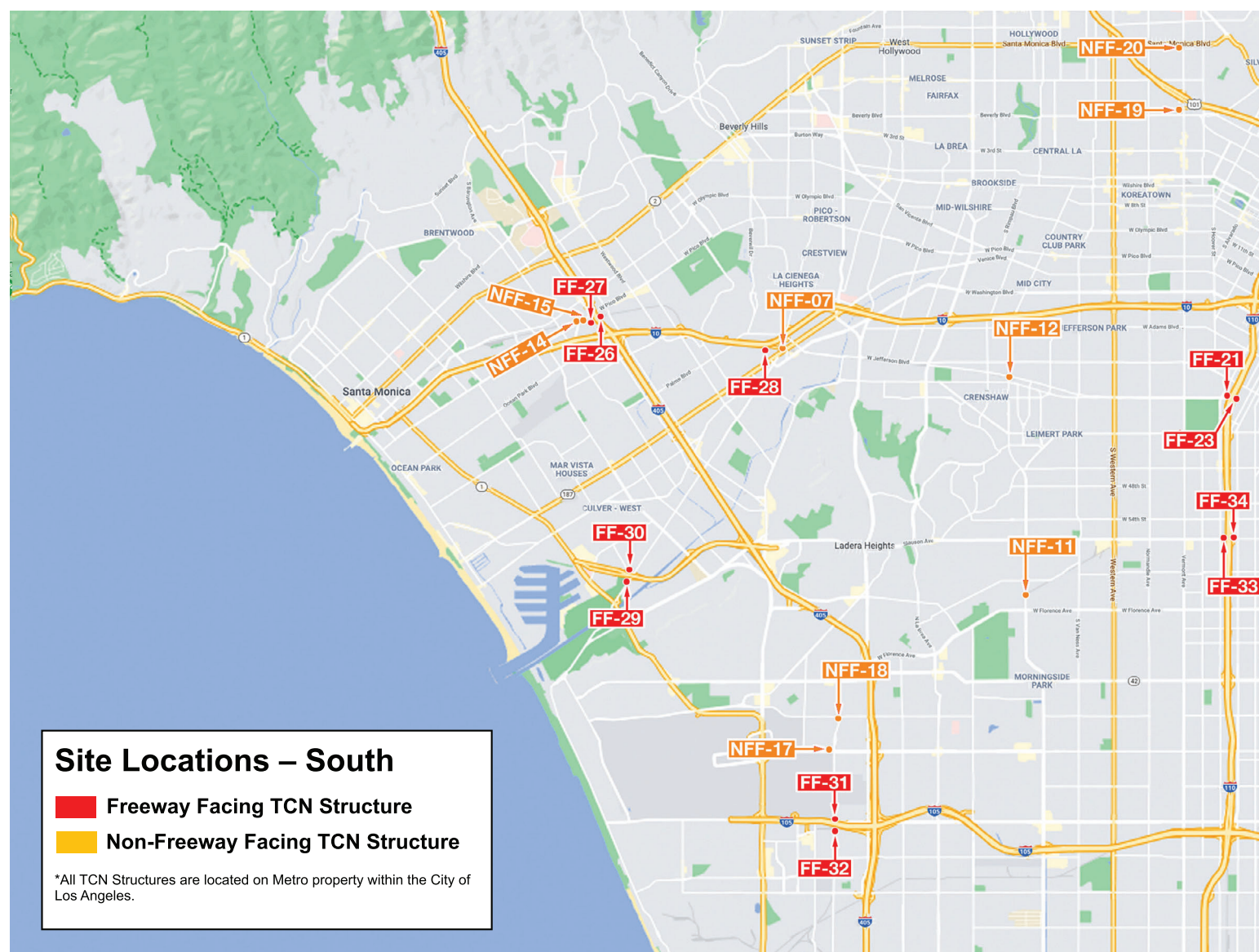
Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-22	1	I-5 North Lanes at San Fernando Road	2603001901	672 (2)	14	48	65
FF-23	2	I-110 North Lanes at Exposition Boulevard	5122024909	672 (2)	14	48	80
FF-24	1	I-5 South Lanes at San Fernando Road and Sepulveda Boulevard	2605001915	672 (2)	14	48	95
FF-25	1	I-405 South Lanes at Victory Boulevard	2251002905	672 (2)	14	48	80
FF-26	2	I-405 North Lanes at Exposition Boulevard	4256010902	672 (2)	14	48	95
FF-27	2	I-405 South Lanes at Exposition Boulevard	4260039906	672 (1)	14	48	95
FF-28	2	I-10 West at Robertson Boulevard	4313024906	672 (1)	14	48	80
FF-30	2	SR-90 West at Culver Boulevard	4223009906	672 (2)	14	48	80
FF-31	2	I-105 West Lanes at Aviation Boulevard	4129028901	672 (2)	14	48	95
FF-32	2	I-105 East Lanes at Aviation Boulevard	4138001902	672 (2)	14	48	95
FF-33	2	I-110 South Lanes at Slauson Avenue	5001037907	672 (1)	14	48	80
FF-34	2	I-110 North Lanes at Slauson Avenue	5101040900	672 (2)	14	48	80
<p><i>sf = square feet</i> <i>ft = feet</i> <i>Source: Eyestone Environmental, 2022.</i></p>							

**Table-2
Non-Freeway Facing TCN Structure Locations**

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-1	1	Northeast corner of Vermont Avenue and Sunset Boulevard	5542015900	300 (2)	10	30	30
NFF-2	3	Spring Street Bridge, 326 feet North of Aurora Street	5409002900	300 (2)	10	30	65
NFF-3	1	Northwest corner of Lankershim Boulevard and Chandler Boulevard	2350016906	300 (1)	10	30	30
NFF-4	1	Northwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-5	1	Southwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-6	3	Southwest corner of 4th Street and Hill Street	5149015902	300 (1)	10	30	30
NFF-7	2	Venice Boulevard, 240 feet West of Robertson Boulevard	4313024909	300 (1)	10	30	30
NFF-8	3	Southeast corner of Alameda Street and Commercial Street	5173001901	672 (2)	14	48	60
NFF-9	1	Northeast corner of Van Nuys Boulevard and Orange Line Busline	2240008905	300 (2)	10	30	30
NFF-10	1	Southeast corner of Sepulveda Boulevard and Erwin Street	2242001904	300 (1)	10	30	30
NFF-11	2	Southwest of Crenshaw Boulevard, 175 feet South of 67th Street	4006025900	300 (1)	10	30	30
NFF-12	2	Southeast corner of Crenshaw Boulevard and Exposition Boulevard	5044002900	300 (2)	10	30	30
NFF-13	3	Southeast corner of East Cesar Chavez Avenue and North Vignes Street	5409023941	300 (2)	10	30	30
NFF-16	3	Southeast corner of South Central Avenue and East 1st Street	5161018903	300 (2)	10	30	30

Table -2 (Continued)
Non-Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-17	2	Century Boulevard, 152 feet West of Aviation Boulevard	4125026904	672 (2)	14	48	80
NFF-18	2	Southwest Aviation Boulevard and South of Arbor Vitae Street	4125020907	672 (2)	14	48	30
NFF-19	2	Northwest corner of Vermont Avenue and Beverly Boulevard	5520019900	300 (2)	10	30	30
NFF-20	2	Southwest corner of Santa Monica Boulevard and Vermont Avenue	5538022903	300 (2)	10	30	30
NFF-21	3	South of 4th Street 210 feet East of South Santa Fe Avenue	5163017900	300 (2)	10	30	65
NFF-22	3	Northwest corner of East 7th Street and South Alameda Street	5147035904	300 (2)	10	30	30
<p><i>sf = square feet</i> <i>ft = feet</i> <i>Source: Eyestone Environmental, 2022.</i></p>							



Note: Site Locations FF-29, NFF-14, and NFF-15 not included as part of approved project.

Figure -2
Regional Project Location Map – South



Figure -3
Regional Project Location Map – Downtown

Los Angeles County
Metropolitan Transportation Authority

TRANSPORTATION COMMUNICATION NETWORK ENVIRONMENTAL IMPACT REPORT



Recommendation

CONSIDER:

A. APPROVING the Transportation Communication Network (TCN) Project.

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090.

C. ADOPTING, in accordance with CEQA, the:

1. Findings of Fact, and
2. Mitigation Monitoring and Reporting Program; and

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

Background & Purpose

Background:

- Board Action (File # 2021-0062) Memorandum of Agreement (MOA) with City of Los Angeles approved by Board.
- City Council approved the MOA on December 16, 2021

Purpose:

- TCN will create a multidisciplined and interdepartmental communication network
- Generate a revenue stream
- Will remove approximately 200 Signs

Program Highlights

- No out-of-pocket capital costs to Metro
- Intelligent Transportation System, Travel Demand and Public Event Management
- Public Transit Promotion and Metro Communications
- Multilingual Public Safety and Emergency Messaging
- Remove approximately 200 signs City-wide
- Revenue generation for Metro projects and City transportation projects
- All TCN Signs will be owned and controlled by Metro and conform to Metro policies

Face Removal Highlights

- 82 locations in City will be removed
 - 47 (57%) are in Equity Focused Communities (EFC)
- Of the 56 locations being studied
 - 17 (30%) are in EFCs
- The MOA stipulates that the use of funds by the City be directed toward improving transportation. The MOA also notes that the improvements around bus stops should focus on the LACMTA EFCs.

CEQA Status & Next Steps

CEQA Status:

- Notice of Preparation issued April 18, 2022
 - Initial Study identified
 - 34 freeway facing structures
 - 22 non-freeway facing structures
- Completed Scoping meetings on Thursday May 19, 2022, and Saturday May 21, 2022.
- Comment period extended 30 days to 45 days
 - In addition to required public agency notices
 - Published in Los Angeles Times
 - 17,247 postcards mailed
 - 250,000 emails
- EIR Final November 15, 2022

Next Steps: Request CEQA certification on January 26, 2023, Board Meeting



Metro

Los Angeles County
Metropolitan Transportation Authority

Questions / Comments





Board Report

File #: 2022-0576, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2023

SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$18,928,000 in additional programming and funding changes within the capacity of the Measure R Multimodal Highway Subregional Programs (see Attachment A for updated project list):
- Las Virgenes Malibu Operational Improvements
 - Gateway Cities I-605 Corridor “Hot-Spots” Interchange Improvements
 - Gateway Cities I-710 South Early Action
 - North Los Angeles County SR-138 Safety Enhancements
 - North Los Angeles County I-5/SR-14 Safety Enhancements
 - South Bay I-405, I-110, I-105 & SR-91 Improvements
- B. APPROVING the deobligation of \$26,892,000 of previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects;
- C. DELEGATING the Chief Executive Officer or their designee the authority to:

1. Amend Measure R funding Agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 2. Administratively extend funding agreement lapse dates for Measure R funding agreements to meet environmental, design, right-of-way, and construction time frames; and
- D. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for the Board-approved projects.

ISSUE

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

BACKGROUND

Measure R Expenditure Plan Lines 26, 31, 32, 33, 37, and 38 allocate funds for multimodal highway operational improvement subfund programs. Metro staff leads the implementation and development of multi-jurisdictional and regionally significant highway and arterial projects. Staff also leads projects on behalf of local jurisdictions at their request or assists in the development of projects with these subfunds.

Additionally, the Compete Streets and Highways staff manage grants in the Arroyo Verdugo, Las Virgenes Malibu, Gateway, North Los Angeles County, and South Bay subregions to fund transportation improvements that are developed and prioritized locally. Lead agencies develop the scope and type of improvements and Metro staff reviews the project for eligibility and compliance with the Board-adopted guidelines and objectives for multimodal highway investments. To be eligible for funding, projects must reduce congestion, resolve operational deficiencies and improve safety, pedestrian, bicycle, multimodal access and align with the Board-adopted Objectives for Multimodal Highway Investments (File 2022-0302).

As the project lead for regionally significant multi-jurisdictional projects or grant manager to locally prioritized projects, Metro staff works with cities, subregions, and grant recipients to scope and deliver the projects. Updates on the multimodal highway programs are presented to the Board semi-annually and on an as-needed basis. background information.

DISCUSSION

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

The changes in this update include \$18,928,000 in additional programming for projects in the Las Virgenes Malibu, Gateway and North Los Angeles County and South Bay subregions as detailed in Attachment A. A nexus determination has been completed for each new project.

All projects on the attached project lists are expected to provide operational benefits and meet the Board-adopted Highway Operational and Ramp/Interchange improvement guidelines and Objectives for Multimodal Highway Investments.

Las Virgenes Malibu Operational Improvements

A total of \$168,196,000 has been programmed for projects in the subregion. This update includes funding adjustments for 1 project and 5 new projects.

Calabasas

Program \$400,000 for MR311.12 - Calabasas Traffic Signal System Upgrade and Synchronization Project. The total project budget is \$400,000. Funds will be used for the final design and construction of traffic signal, controller, video detection and surveillance upgrades.

Program \$2,888,000 for MR311.13 - Mulholland Hwy Improvements Project - Old Topanga Canyon Road to City Limits. The total project budget is \$2,888,000. Funds will be used for the construction of outside shoulder and retaining wall improvements for bike lane improvements.

Hidden Hills

Program an additional \$252,000 for MR311.34 - Long Valley Road/Valley Circle/US-101 On-Ramp Improvements. The revised project budget is \$5,952,000. Funds are being programmed for additional construction costs.

Malibu

Program \$325,000 for MR311.16- Pedestrian Signal Improvements on the Pacific Coast Highway (PCH). The total project budget is \$325,000. Funds are being programmed for the design and construction of pedestrian traffic signal improvements.

Program \$5,000,000 for MR311.17 - PCH at Las Flores and Rambla Pacifico Intersection Improvements. The total project budget is \$5,000,000. Funds will environmentally clear, design, and construct left-turn, bike, and pedestrian improvements.

Westlake Village

Program \$1,305,000 for MR311.21 - Lindero Canyon Rd Sidewalk Extensions. The total project budget is \$1,305,000 for the design and construction of sidewalk and transit stop improvements.

Gateway Cities I-605 Corridor “Hot-Spots” Interchange Improvements

A total of \$421,458,900 has been programmed for projects in the subregion. This update includes funding adjustments for 8 projects.

Gateway Cities Council of Governments (GCCOG)

Deobligate \$100,000 from Gateway Cities Third Party Support Services. This is a programmed placeholder that will not be utilized. Funds are being reprogrammed to other projects.

Metro

Program an additional \$889,000 for MR315.73 - I-605 Valley Blvd Interchange. The revised project budget is \$5,289,700. Funds are being programmed to match environmental and design contract costs.

Artesia

Program an additional \$100,000 for MR315.25 - Pioneer Blvd at Arkansas St Intersection Improvements. The revised project budget is \$725,000. Funds are being programmed to match the construction bids.

Cerritos

Program an additional \$220,000 for MR315.38 - Carmenita - South Intersection Improvements. The revised project budget is \$634,263. Funds are being programmed to match construction bids.

Downey

Program an additional \$2,693,000 for MR315.66 - Lakewood - Firestone Blvd Intersection Improvements. The revised project budget is \$3,993,000. Funds are being programmed to match the construction bids.

LA County

Program an additional \$424,859 for MR315.23 - Carmenita Telegraph Intersection Improvements. The revised project budget is \$3,624,859. Funds are being programmed to match the construction bids.

Long Beach

Program \$301,611 for MR315.59 - EB SR-91 Atlantic to Cherry Auxiliary Lane Improvements - Tree Replacement and Air Filtration Enhancement Project. Funds are being programmed for project development in response to Board Motion File# 2022-0024.

Santa Fe Springs

Program an additional \$920,000 for MR315.41 - Valley View - Alondra Intersection Improvements. The revised project budget is \$3,587,000. Funds are being programmed to complete right-of-way and construction.

Gateway Cities I-710 South Early Action

A total of \$298,148,200 has been programmed for projects in the subregion. This update includes funding adjustments for 4 projects.

Metro

Program an additional \$2,223,700 for MR306.61 - Rosecrans Avenue/Atlantic Avenue & Artesia Boulevard/Santa Fe Avenue Intersection Improvements. The revised project budget is \$2,553,200. The funds will be used for the design and right-of-way phase. Metro Complete Streets & Highways is leading the project at the request of the City of Compton.

Program \$6,282,000 for PS4340-1939 - I-710 Corridor Project Task Force/ Mobility Investment Plan Development. This item was approved at the June 23, 2022 meeting, File 2022-0336.

Program \$850,000 for the Long Beach to East Los Angeles Mobility Corridor Investment Plan Outreach and community-based organization (CBO) effort. The funds will support the I-710 Task Force implementation of the Metro Board directive to include CBOs in the outreach of Metro projects.

Bell

Program an additional \$980,000 for MR306.44 - Gage Ave Bridge Replacement. The revised project budget is \$1,046,847. Funds are being programmed to complete the design.

Long Beach

Program an additional \$2,656,000 for MR315.70 - Artesia Great Blvd Improvements. The revised project budget is \$12,533,000. Funds are being programmed to match construction bids.

North Los Angeles County SR-138 Safety Enhancements

A total of \$200,000,000 has been programmed for projects in the subregion. This update includes funding adjustments for 4 projects and 1 new project.

Metro

Deobligate \$5,600,000 from MR330.12 - SR-138 Segment 6 Construction. Funds are being deobligated and reprogrammed to fund the SR-14 Safety Improvements environmental phase as a response to Motion 10 (File 2022-0520).

Program \$5,600,000 for MR330.13 - SR-14 Traffic Safety Improvements. Funds will be used to complete the environmental phase as directed in Motion 10 (File 2022-0520).

Lancaster

Deobligate \$11,415,814 from MR330.02 - SR-138 (SR-14) Avenue K Interchange. The revised Project budget is \$8,924,186. Funds are being deobligated and reprogrammed to MR330.04 to match the construction bids received.

Deobligate \$6,376,596 from MR330.06 - SR-138 (SR-14) Ave M Interchange. The revised project budget is \$13,623,404. Funds are being deobligated and reprogrammed to MR330.04 to match the construction bids received.

Program an additional \$17,792,410 for MR330.04 - SR-138 (SR-14) Avenue J Interchange. The revised project budget is \$39,067,310. Funds are being programmed to match the construction bids received.

North Los Angeles County I-5/SR-14 Safety Enhancements

A total of \$85,094,900 has been programmed for projects in the subregion. This update includes funding adjustments for 1 project.

Palmdale

Reprogram \$1,186,200 for MR330.08 - SR-138 Palmdale Blvd SB SR-14 Ramps. The funds are being reprogrammed as follows: \$500,000 in FY23-24 and \$686,200 in FY24-25. Funds are being reprogrammed to match environmental, design and construction timeframes.

South Bay I-405, I-110, I-105 & SR-91 Improvements

A total of \$437,940,300 has been programmed for projects in the subregion. This update includes funding adjustments to 1 project.

Deobligate \$3,400,000 from MR312.82 - PCH (I-105 to I-110) Turn Lanes and Pockets. Funds are being deobligated to match the construction costs. The revised project budget is \$5,000,000.

DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs support the development of a safer transportation system that will provide high-quality multimodal mobility options to enable people to spend less time traveling.

FINANCIAL IMPACT

Approval of Recommendation A will not require an FY23 Budget amendment at this time. Metro staff will monitor the respective projects and adjust funding as required to meet project needs within the adopted FY23 budget subject to the availability of funds.

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY23 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-

Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay subregion, FY23 funds are allocated in Cost Centers 0442, 4730, 4740, Accounts 54001 (Subsidies to Others) and 50316 (Professional Services) in Projects 460312, 461312, 462312 and 463312.

For the Gateway Cities Subregion, FY23 funding for the I-605 Corridor “Hot Spots” Projects, is allocated to Project No. 460314, Cost Centers 4720, 4730 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460346, 460348, 460350, 460351. I-710 Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316; 463416; and 463516, 463616 in Account 50316 (Professional Services) in Cost Centers 4720, 4730 and 4740 are all included in the FY23 budget.

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the cities of Palmdale and Lancaster in the FY23 budgets under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others). For the North County Operational Improvements Projects (I-5/SR-14 Direct Connector Line #26), budgets are included in Project No. 465501, Cost Center 0442, Account 54001 (Subsidies to Others).

Moreover, programmed funds are based on estimated revenues. Since the Measure R Multimodal Highway Subregional Programs are multi-year programs with various projects, the Project Managers, the Cost Center Manager, the Sr. Executive Officer Countywide Planning and Development - Complete Streets and Highways and the Chief Planning Officer will be responsible for budgeting the costs in current and future years.

Impact to Budget

This action will not impact the approved FY23 budget. Staff will rebalance the approved FY23 budget as necessary to fund the identified priorities and will revisit the budgetary needs using the quarterly- and mid-year adjustment processes subject to the availability of funds.

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

EQUITY PLATFORM

This semi-annual update is funding subsequent phases of Board-approved Highway Subsidy grants that are aligned with the Measure R Board-approved guidelines and the Objectives for Multimodal Highway Investments. Additionally, Complete Streets and Highways staff have provided technical assistance to Equity Focus Communities (EFCs) in various subregions. The Highway Subsidy Grants do not have a direct equity impact, rather it will allow for the development of equity opportunities via the development of transportation project improvements through city contracts that can reduce transportation disparities.

Each city and/or agency independently and in coordination with their subregion undertake their

jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities. This update includes additional funding for the following EFC communities, Bell, Compton, Downey, LA County, Long Beach.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals:

“Goal 1: Provide high-quality mobility options that enable people to spend less time traveling”

Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County’s transportation system.

“Goal 4: Transform LA County through regional collaboration”

Goal 4.1. Metro will work closely with municipalities, council of governments, Caltrans to implement holistic strategies for advancing mobility goals”

ALTERNATIVES CONSIDERED

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

NEXT STEPS

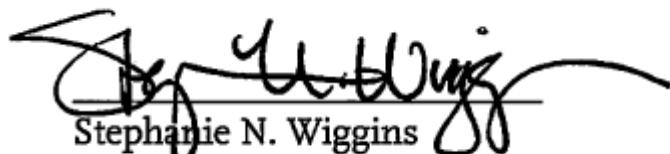
Metro’s complete streets and highway staff will continue to work with the subregions to identify and deliver projects and execute grant agreements. Updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENTS

Attachment A - Projects Receiving Measure R funds

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects											
(Dollars in Thousands)			HIGHWAY OPS IMP GRAND TOTAL		1,707,028	18,928	1,718,127	1,361,020	153,067	165,032	8,616
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes		Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Arroyo Verdugo Operational Improvements					112,888.4	(0.0)	112,888.4	86,379.4	8,225.0	16,792.0	1,242.0
Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection			2,325.0	0.0	2,325.0	2,325.0			
Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane			3,967.0	0.0	3,967.0	3,967.0			
Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements (Completed)			2,600.0	0.0	2,600.0	2,600.0			
Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements (Completed)			2,975.0	0.0	2,975.0	2,975.0			
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane			3,897.0	0.0	3,897.0	3897			
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement			3,600.0	0.0	3,600.0	3,600.0			
Burbank	MR310.23	Chandler Bikeway Extension (call match) F7506			659.8	0.0	659.8	659.8			
Burbank	MR310.31	SR-134 Corridor Arterial Signal Improvements - Phase 2			2,000.0	0.0	2,000.0	2,000.0			
Burbank	MR310.33	Media District Traffic Signal Improvments			1,400.0	0.0	1,400.0	1,400.0			
Burbank	MR310.38	I-5 Corridor Arterial Signal Improvements - Phase 2			1,150.0	0.0	1,150.0	1,150.0			
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements			5,200.0	0.0	5,200.0	3,200.0	2,000.0		
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia			1,000.0	0.0	1,000.0		1,000.0		
Burbank	MR310.51	Alameda Ave Signal Synchronization Glenoaks Blvd to Riverside Dr.			250.0	0.0	250.0	250.0			
Burbank	MR310.55	I-5 Corridor Arterial Signal Improvements - Phase 3			1,400.0	0.0	1,400.0		200.0	1,200.0	
Burbank	MR310.56	Victory Blvd/N Victory Pl and Buena Vista St Signal Sync			250.0	0.0	250.0		250.0		
Burbank	MR310.57	Olive Ave and Glenoaks Blvd Signal Synchronization			350.0	0.0	350.0			350.0	
Burbank	MR310.58	Downtown Burbank Signal Synchronization			250.0	0.0	250.0				250.0
Burbank	MR310.59	Burbank LA River Bicycle Bridge at Bob Hope Drive			2,000.0	0.0	2,000.0		300.0	1,700.0	
		TOTAL BURBANK			35,273.8	0.0	35,273.8	28,023.8	3,750.0	3,250.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)		1,658.7	0.0	1,658.7	1,658.7			
Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design (FA canceled and funds previously moved to MR310.01)		0.0	0.0	0.0	0.0			
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)		1,850.0	0.0	1,850.0	1,850.0			
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)		3,250.0	0.0	3,250.0	3,250.0			
Glendale	MR310.13	Glendale Narrows Bikeway Culvert		1,246.5	0.0	1,246.5	1,246.5			
Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)		557.0	0.0	557.0	557.0			
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification (Completed)		1,585.5	0.0	1,585.5	1,585.5			
Glendale	MR310.17	Ocean View Blvd. Traffic Signals Installation and Modification (Completed)		1,000.0	0.0	1,000.0	1,000.0			
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)		2,700.0	0.0	2,700.0	2,700.0			
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)		340.9	0.0	340.9	340.9			
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)		397.3	0.0	397.3	397.3			
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)		350.0	0.0	350.0	350.0			
Glendale	MR310.22	Glendale Narrows Riverwalk Bridge		600.0	0.0	600.0	600.0			
Glendale	MR310.24	Construction of Bicycle Facilities		244.3	0.0	244.3	244.3			
Glendale	MR310.25	210 Soundwalls Project		8,020.0	0.0	8,020.0	4,520.0	2,000.0	1,500.0	
Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)		225.0	0.0	225.0	225.0			
Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps		500.0	0.0	500.0	500.0			
Glendale	MR310.32	Regional Arterial Performance Measures (Call Match) F7321		100.0	0.0	100.0	100.0			
Glendale	MR310.34	Regional Bike Stations (Call Match) F7709		332.2	0.0	332.2	332.2			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Glendale	MR310.35	Signal Installations at Various Locations (Completed)		1,500.0	0.0	1,500.0	1,500.0			
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2		1,450.0	0.0	1,450.0	1,450.0			
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain		1,200.0	0.0	1,200.0	150.0	1,050.0		
Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements (Completed)		3,315.0	0.0	3,315.0	3,315.0			
Glendale	MR310.41	Doran St. (From Brand Blvd. to Adams St.)		1,450.0	0.0	1,450.0	1,450.0			
Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)		623.2	0.0	623.2	623.2			
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)		1,650.0	0.0	1,650.0	1,650.0			
Glendale	MR310.47	Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave.		2,025.0	0.0	2,025.0	2,025.0			
Glendale	MR310.48	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification		400.0	0.0	400.0	400.0			
Glendale	MR310.49	Traffic Signal Modification & Upgrades on Honolulu Ave		3,800.0	0.0	3,800.0	3,800.0			
Glendale	MR310.52	Traffic Signal Improvements at Chevy Chase Dr/California Ave/		2,500.0	0.0	2,500.0	2,500.0			
Glendale	MR310.54	Signal Mod on La Crescenta Ave and San Fernando Rd.		1,650.0	0.0	1,650.0	1,650.0			
Glendale	MR310.60	N. Verdugo Rd Signal Modifications (Glendale Community College to Menlo Dr at Canada Blvd)		1,100.0	0.0	1,100.0	1,100.0			
Glendale	MR310.61	Broadway Traffic Signal Modifications		1,650.0	0.0	1,650.0	1,650.0			
Glendale	MR310.62	Downtown Glendale Signal Synchronization Project		2,500.0	0.0	2,500.0	2,500.0			
Glendale	MR310.63	South Central Avenue Improvements (Signal, Ped, Transit)		3,000.0	0.0	3,000.0	0.0	300.0	2,700.0	
Glendale	MR310.64	North Glendale Avenue Improvements (Signal, Ped, Transit)		4,000.0	0.0	4,000.0	0.0	400.0	3,600.0	
Glendale	MR310.65	North Verdugo Road Improvements (Signal, Ped, Transit)		5,000.0	0.0	5,000.0	0.0	500.0	4,500.0	
		TOTAL GLENDALE		63,770.6	0.0	63,770.6	47,220.6	4,250.0	12,300.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)		4,588.0	0.0	4,588.0	4,588.0			
La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)		1,800.0	0.0	1,800.0	1,800.0			
La Canada Flintridge	MR310.53	Soundwall on I-210 (Phase 3)		3,712.0	0.0	3,712.0	3,712.0			
		TOTAL LA CANADA FLINTRIDGE		10,100.0	0.0	10,100.0	10,100.0	0.0	0.0	0.0
LA County	MR310.44	Soudwalls on I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0	335.0	225.0	1,242.0	1,242.0
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	335.0	225.0	1,242.0	1,242.0
Metro/Caltrans	MR310.29	NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2		700.0	0.0	700.0	700.0			
		TOTAL METRO		700.0	0.0	700.0	700.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		112,888.4	(0.0)	112,888.4	86,379.4	8,225.0	16,792.0	1,242.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Las Virgenes/Malibu Operational Improvements				158,026.0	10,170.0	168,196.0	157,761.0	6,920.0	652.0	2,888.0
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		443.7	0.0	443.7	443.7			
Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design Completed)		243.7	0.0	243.7	243.7			
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (Completed)		3,251.0	0.0	3,251.0	3,251.0			
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,669.0	0.0	9,669.0	9,669.0			
Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Completed)		4,943.6	0.0	4,943.6	4,943.6			
Westlake Village	MR311.21	Lindero Rd Sidewalk Extension	ADD	0.0	1,305.0	1,305.0	0.0	1,305.0		
		TOTAL WESTLAKE VILLAGE		18,551.0	1,305.0	19,856.0	18,551.0	1,305.0	0.0	0.0
Agoura Hills	MR311.03	Palo Comado Interchange		10,450.0	0.0	10,450.0	10,450.0			
Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements		1,725.0	0.0	1,725.0	1,750.0			
Agoura Hills	MR311.05	Agoura Road Widening		37,250.0	0.0	37,250.0	37,250.0			
Agoura Hills	MR311.14	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR		700.0	0.0	700.0	700.0			
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	100.0			
		TOTAL AGOURA HILLS		50,225.0	0.0	50,225.0	50,250.0	0.0	0.0	0.0
Calabasas	MR311.06	Lost Hills Overpass and Interchange		35,500.0	0.0	35,500.0	35,500.0			
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (Completed)		4,389.8	0.0	4,389.8	4,389.8			
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening (Completed)		5,746.2	0.0	5,746.2	5,746.2			
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp (Completed)		214.0	0.0	214.0	214.0			
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road (Cancelled)		0.0	0.0	0.0	0.0			
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (Completed)		3,700.0	0.0	3,700.0	3,700.0			
Calabasas	MR311.12	Calabasas Traffic Signal System Upgrades and Synchronization	ADD	0.0	400.0	400.0	0.0		400.0	
Calabasas	MR311.13	Mulholland Highway Improvements Project - Old Topanga Canyon Road to City Limits (MM4401.11)	ADD	0.0	2,888.0	2,888.0	0.0			2,888.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
		TOTAL CALABASAS		49,550.0	3,288.0	52,838.0	49,550.0	0.0	400.0	2,888.0
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		14,600.0	0.0	14,600.0	14,600.0			
Malibu	MR311.24	Malibu/Civic Center Way Widening		5,600.0	0.0	5,600.0	5,600.0			
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road		6,950.0	0.0	6,950.0	6,950.0			
Malibu	MR311.27	PCH Intersections Improvements		1,000.0	0.0	1,000.0	710.0	290.0		
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction (Completed)		900.0	0.0	900.0	900.0			
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)		0.0	0.0	0.0				
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits (Completed)		500.0	0.0	500.0	500.0			
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0	0.0	950.0	950.0			
Malibu	MR311.35	Park and Ride Lot on Civic Center Way and/or PCH		3,500.0	0.0	3,500.0	3,500.0			
Malibu	MR311.16	Pedestrian Signal Improvements on PCH	ADD	0.0	325.0	325.0	0.0	325.0		
Malibu	MR311.17	PCH at Las Flores and Rambla Pacifico Intersection Improvements	ADD	0.0	5,000.0	5,000.0	0.0	5,000.0		
		TOTAL MALIBU		34,000.0	5,325.0	39,325.0	33,710.0	5,615.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	CHG	5,700.0	252.0	5,952.0	5,700.0		252.0	
		TOTAL HIDDEN HILLS		5,700.0	252.0	5,952.0	5,700.0	0.0	252.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		158,026.0	10,170.0	168,196.0	157,761.0	6,920.0	652.0	2,888.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps				441,340.2	(3,400.0)	437,940.3	332,943.9	44,426.3	60,570.0	0.0
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration (Project Development Budget Included)		13,375.0	0.0	13,375.0	13,375.0			
		TOTAL SBCCOG		13,375.0	0.0	13,375.0	13,375.0	0.0	0.0	0.0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections (Completed)		5,357.0	(0.0)	5,357.0	5,357.0			
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector (Completed)		8,120.0	0.0	8,120.0	8,120.0			
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		86,400.0	0.0	86,400.0	69,400.0	11,000.0	6,000.0	
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110 (Completed)		9,000.0	0.0	9,000.0	9,000.0			
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000.0	0.0	1,000.0	1,000.0			
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd) (Completed)		150.0	0.0	150.0	150.0			
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington) (Completed)		150.0	0.0	150.0	150.0			
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets	DEOB	8,400.0	(3,400.0)	5,000.0	0.0	5,000.0		
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA)		150.0	0.0	150.0	150.0			
		TOTAL CALTRANS		118,727.0	(3,400.0)	115,327.0	93,327.0	16,000.0	6,000.0	0.0
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 Intersections		4,220.0	0.0	4,220.0	2,800.0	1,420.0		
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at Figueroa St and 234th St. and Figueroa and 228th st (Completed)		150.0	0.0	150.0	150.0			
Carson	MR312.80	223rd st Widening		1,000.0	0.0	1,000.0	1,000.0			
		TOTAL CARSON		5,370.0	0.0	5,370.0	3,950.0	1,420.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500.0	0.0	2,500.0	2,500.0			
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		5,350.0	0.0	5,350.0	4,150.0	1,200.0		
		TOTAL EL SEGUNDO		7,850.0	0.0	7,850.0	6,650.0	1,200.0	0.0	0.0
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.		1,500.0	0.0	1,500.0	1,500.0			
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		2,523.0	0.0	2,523.0	2,523.0			
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		4,967.0	0.0	4,967.0	4,967.0			
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		393.0	0.0	393.0	393.0			
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		2,090.3	0.0	2,090.3	2,090.3			
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave		144.0	0.0	144.0	144.0			
		TOTAL GARDENA		11,617.3	0.0	11,617.3	11,617.3	0.0	0.0	0.0
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		2,100.0	0.0	2,100.0	2,100.0			
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) (Completed)		3,600.0	0.0	3,600.0	3,600.0			
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		7,551.0	0.0	7,551.0	7,551.0			
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.		1,237.0	0.0	1,237.0	1,237.0			
Hawthorne	MR312.54	Intersection widening & traffic signal modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Pocket Road; on Crenshaw at Jack Northen; and on 120th		2,000.0	0.0	2,000.0	2,000.0			
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St. (Completed)		4,400.0	0.0	4,400.0	4,400.0			
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		1,995.0	0.0	1,995.0	1,995.0			
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0	0.0	3,200.0	3,200.0			
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0	0.0	2,000.0	2,000.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		1,300.0	0.0	1,300.0	600.0	700.0		
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave		3,600.0	0.0	3,600.0	600.0	2,000.0	1,000.0	
		TOTAL HAWTHORNE		32,983.0	0.0	32,983.0	29,283.0	2,700.0	1,000.0	0.0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard		574.7	0.0	574.7	574.7			
		TOTAL HERMOSA BEACH		574.7	0.0	574.7	574.7	0.0	0.0	0.0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV		3,500.0	0.0	3,500.0	3,500.0			
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection		0.0	0.0	0.0				
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project (Completed)		205.0	0.0	205.0	205.0			
Inglewood	MR312.71	La Cienega Blvd Synchronization Project (Completed)		80.0	0.0	80.0	80.0			
Inglewood	MR312.72	Arbor Vitae Synchronization Project (Completed)		130.0	0.0	130.0	130.0			
Inglewood	MR312.73	Florence Ave Synchronization Project (Completed)		255.0	0.0	255.0	255.0			
		TOTAL INGLEWOOD		4,170.0	0.0	4,170.0	4,170.0	0.0	0.0	0.0
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		17,481.3	0.0	17,481.3	5,875.0	7,606.3	4,000.0	
LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207		1,313.0	(0.0)	1,313.0	1,313.0			
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		100.0	0.0	100.0	100.0			
LA City	MR312.74	Alameda St. (East) Widening Project		3,580.0	0.0	3,580.0	3,580.0			
		TOTAL LA CITY		22,474.3	(0.0)	22,474.3	10,868.0	7,606.3	4,000.0	0.0
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave (Completed)		307.0	0.0	307.0	307.0			
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310		1,021.0	0.0	1,021.0	1,021.0			
LA County	MR312.64	South Bay Arterial System Detection Project		2,000.0	0.0	2,000.0	2,000.0			
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	3,328.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Completed)		43.0	0.0	43.0	43.0			
Lawndale	MR312.31	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements		508.0	0.0	508.0	508.0			
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (Completed)		878.3	0.0	878.3	878.3			
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		1,039.3	0.0	1,039.3	1,039.3			
		TOTAL LAWDALE		2,468.6	0.0	2,468.6	2,468.6	0.0	0.0	0.0
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut (Complete)		1,585.0	0.0	1,585.0	1,585.0			
		TOTAL LOMITA		1,585.0	0.0	1,585.0	1,585.0	0.0	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)		346.5	0.0	346.5	346.5			
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		9,100.0	0.0	9,100.0	9,100.0			
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0	0.0	1,500.0	1,500.0			
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		2,046.0	0.0	2,046.0	2,046.0			
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements		900.0	0.0	900.0	900.0			
Manhattan Beach	MR312.87	Manhattan Bch Blvd at Peck Ave Signal Improvements		100.0	0.0	100.0	0.0	100.0		
		TOTAL MANHATTAN BEACH		13,992.5	0.0	13,992.5	13,892.5	100.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		17,381.0	0.0	17,381.0	17,381.0			
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington		17,400.0	0.0	17,400.0	17,400.0			
Metro	MR312.31	South Bay Arterial Baseline Conditions Analysis (Completed)		250.0	0.0	250.0	250.0			
Metro	MR312.83	Inglewood Transit Center at Florence/La Brea		1,500.0	0.0	1,500.0	1,500.0			
Metro	MR312.84	I-105 Integrated Corridor Management		19,850.0	0.0	19,850.0	2,600.0	2,400.0	14,850.0	
Metro	MR312.85	I-405 N/B Aux Lane (Imperial Hwy to El Segundo)		14,000.0	0.0	14,000.0	1,800.0	3,000.0	9,200.0	
		TOTAL METRO		70,381.0	0.0	70,381.0	40,931.0	5,400.0	24,050.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		90.0	0.0	90.0	90.0			
		TOTAL RANCHO PALOS VERDES		90.0	0.0	90.0	90.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		46,350.0	0.0	46,350.0	10,830.0	10,000.0	25,520.0	
		PORT OF LOS ANGELES		46,350.0	0.0	46,350.0	10,830.0	10,000.0	25,520.0	0.0
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		1,400.0	0.0	1,400.0	1,400.0			
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) (Completed)		936.0	0.0	936.0	936.0			
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) (Completed)		389.0	0.0	389.0	389.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		22.0	0.0	22.0	22.0			
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		30.0	0.0	30.0	30.0			
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		1,907.0	0.0	1,907.0	1,907.0			
Redondo Beach	MR312.38	PCH at Anita St Improv (left and right turn lane)		2,400.0	0.0	2,400.0	2,400.0			
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		5,175.0	0.0	5,175.0	5,175.0			
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		992.0	0.0	992.0	992.0			
		TOTAL REDONDO BEACH		13,251.0	0.0	13,251.0	13,251.0	0.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		20,597.0	0.0	20,597.0	20,597.0			
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		319.9	0.0	319.9	319.9			
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		25,700.0	0.0	25,700.0	25,700.0			
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		15,300.0	0.0	15,300.0	15,300.0			
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		2,900.0	0.0	2,900.0	2,900.0			
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements		852.0	0.0	852.0	852.0			
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing (Completed)		500.0	0.0	500.0	500.0			
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		3,300.0	0.0	3,300.0	3,300.0			
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Imp		500.0	0.0	500.0	500.0			
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		2,784.0	0.0	2,784.0	2,784.0			
		TOTAL TORRANCE		72,752.9	0.0	72,752.9	72,752.9	0.0	0.0	0.0
		TOTAL SOUTH BAY		441,340.2	(3,400.0)	437,940.3	332,943.9	44,426.3	60,570.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				416,010.4	5,448.5	421,458.9	271,711.8	77,221.0	68,726.0	3,800.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		2,000.0	0.0	2,000.0	1,550.0	450.0		
GCCOG	TBD	Gateway Cities Third Party Support	DEOB	100.0	(100.0)	0.0	0.0			
		TOTAL GCCOG		2,100.0	(100.0)	2,000.0	1,550.0	450.0	0.0	0.0
Metro	AE25081	Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Inters Improv (Completed)		342.2	0.0	342.2	342.2			
Metro	AE25083	La Mirada/Santa Fe Springs: PS&E for Valley View/Rosecrans & Valley View/Alondra (Completed)		365.4	0.0	365.4	365.4			
Metro	AE5204200	Professional Services for 605/60 PA/ED (CIP)		38,899.0	0.0	38,899.0	38,899.0			
Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED (CIP)		28,724.0	0.0	28,724.0	28,724.0			
Metro	AE322940011372	710/91 PSR/PDS (Completed)		2,340.0	0.0	2,340.0	2,340.0			
Metro	AE38849000	I-605 off-ramp at South Street Improvements Project (PR & PS&E)		4,452.3	0.0	4,452.3	4,452.3			
Metro	MR315.02	I-605 South St Improvements Construction		20,000.0	0.0	20,000.0	15,000.0	5,000.0		
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR/PSE/ROW/CON)		27,020.9	0.0	27,020.9	3,400.9	4,820.0	15,000.0	3,800.0
Metro	AE476110012334	Professional Services for WB SR-91 Improvements PA/ED (Completed)		7,763.0	0.0	7,763.0	7,763.0			
Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)		6,170.0	0.0	6,170.0	6,170.0			
Metro	MR315.75	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E/ROW/CON) AE53025001		47,051.0	0.0	47,051.0	8,250.0	18,801.0	20,000.0	
Metro	MR315.76	SR-91 Central to Acacia Improvements (PAED/PSE/ROW) AE57645000		22,006.0	0.0	22,006.0	7,006.0	9,000.0	6,000.0	
Metro	TBD	Third Party Support for the I-605 Corridor Hot Spots Interchanges Program Development (Gateway Cities, SCE, LA County)		300.0	0.0	300.0	300.0			
Metro	MR315.63	SR-60 at 7th St Interch (PAED, PSE, ROW)		2,250.0	0.0	2,250.0	2,250.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)	CHG	4,400.7	889.0	5,289.7	3,640.7	760.0	889.0	
Metro	MR315.72	Whittier Intersection Improvements (PSE, ROW)		3,848.5	0.0	3,848.5	3,848.5			
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE,ROW)		57,505.0	0.0	57,505.0	12,875.0	22,315.0	22,315.0	
Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)		3,121.0	0.0	3,121.0	3,121.0			
Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan (Completed)		10,429.5	(0.0)	10,429.5	10,429.5			
Metro	PS4720-3250	Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements (Completed)		572.7	0.0	572.7	572.7			
Metro	PS4720-3251	Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements (Completed)		560.7	0.0	560.7	560.7			
Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements (Completed)		680.0	0.0	680.0	680.0			
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0			
Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS (Completed)		3,040.0	0.0	3,040.0	3,040.0			
		TOTAL METRO		292,041.9	889.0	292,930.9	164,230.9	60,696.0	64,204.0	3,800.0
Caltrans	MR315.08	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED		776.3	0.0	776.3	776.3			
Caltrans	MR315.29	I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS		234.0	0.0	234.0	234.0			
Caltrans	MR315.24	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED		2,069.8	0.0	2,069.8	2,069.8			
Caltrans	MR315.28	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS (Completed)		260.0	0.0	260.0	260.0			
Caltrans	MR315.30	I-605 Beverly Interchange (Env. Doc.) (Completed)		500.0	0.0	500.0	500.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.) (Completed)		500.0	0.0	500.0	500.0			
Caltrans	MR315.47	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0	0.0	3,650.0	3,650.0			
Caltrans	MR315.48	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements		60.0	0.0	60.0	60.0			
		TOTAL CALTRANS		8,050.1	0.0	8,050.1	8,050.1	0.0	0.0	0.0
Artesia	MR315.25	Pioneer Blvd at Arkansas St Intersection Imp	CHG	625.0	100.0	725.0	625.0	100.0		
		TOTAL ARTESIA		625.0	100.0	725.0	625.0	100.0	0.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project		8,442.8	0.0	8,442.8	8,442.8			
Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction		1,002.0	0.0	1,002.0	1,002.0			
		TOTAL BELLFLOWER		9,444.8	0.0	9,444.8	9,444.8	0.0	0.0	0.0
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction	CHG	414.2	220.0	634.2	414.2	220.0		
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction		1,544.2	0.0	1,544.2	1,544.2			
		TOTAL CERRITOS		1,958.4	220.0	2,178.4	1,958.4	220.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements (Completed)		2,120.0	0.0	2,120.0	2,120.0			
Downey	MR315.14	Lakewood - Imperial Intersection Improvements		4,060.0	0.0	4,060.0	4,060.0			
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements (Completed)		2,740.4	0.0	2,740.4	2,740.4			
Downey	MR315.27	Lakewood - Florence Intersection Improvements		4,925.0	0.0	4,925.0	4,925.0			
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improvm.	CHG	1,300.0	2,693.0	3,993.0	1,300.0	2,693.0		
		TOTAL DOWNEY		15,145.4	2,693.0	17,838.4	15,145.4	2,693.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0			
LA County	MR315.07	Painter - Mulberry Intersection Improvements		4,410.0	0.0	4,410.0	3,210.0	1,200.0		
LA County	MR315.11	Valley View - Imperial Intersection Improvements		1,640.0	0.0	1,640.0	1,640.0			
LA County	MR315.15	Norwalk-Whittier Intersection Improvements		2,830.0	0.0	2,830.0	2,830.0			
LA County	MR315.22	Norwalk-Washington Intersection Improvements (Completed)		550.0	0.0	550.0	550.0			
LA County	MR315.23	Carmenita - Telegraph Intersection Improvements	CHG	3,200.0	424.9	3,624.9	2,300.0	900.0	424.9	
LA County	MR315.64	South Whittier Bikeway Access Improvements (Call Match) F9511		800.0	0.0	800.0	800.0			
		TOTAL LA COUNTY		14,130.0	424.9	14,554.9	12,030.0	2,100.0	424.9	0.0
Lakewood	MR315.01	Lakewood Boulevard at Hardwick Street Traffic Signal Improvements		0.0	0.0	0.0	0.0			
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		6,004.3	0.0	6,004.3	6,004.3			
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,900.0	0.0	3,900.0	3,900.0			
		TOTAL LAKEWOOD		9,904.3	0.0	9,904.3	9,904.3	0.0	0.0	0.0
Long Beach	MR315.59	EB 91 Atlantic to Cherry Aux Lane Imp Tree Replacement and Air Filtration Project	CHG	0.0	301.6	301.6	0.0	107.2	194.4	
Long Beach	MR315.60	Soundwall on NB I-605 near Spring Street		4,469.0	0.0	4,469.0	3,169.0	1,300.0		
Long Beach	MR315.61	Lakewood - Spring Intersection Improvements, PSE and Construction		454.3	0.0	454.3	454.3			
Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction		492.8	0.0	492.8	492.8			
Long Beach	MR315.67	2015 CFP - Artesia Complete Blvd (Call Match) F9130		900.0	0.0	900.0	900.0			
Long Beach	MR315.68	2015 CFP - Atherton Bridge & Campus Connection (Call Match) F9532		0.0	0.0	0.0	0.0			
Long Beach	MR315.69	Park or Ride (Call Match) F9808		212.6	(0.0)	212.6	212.6			
Long Beach	MR315.70	Artesia Boulevard Improvements (PAED, PSE, CON)		1,450.0	0.0	1,450.0	1,450.0			
		TOTAL LONG BEACH		7,978.7	301.6	8,280.3	6,678.7	1,407.2	194.4	0.0
Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements		1,670.0	0.0	1,670.0	1,670.0			
Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements		920.0	0.0	920.0	920.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements		1,509.0	0.0	1,509.0	1,154.2	354.8		
Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements		480.0	0.0	480.0	480.0			
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)		3,380.4	0.0	3,380.4	3,380.4			
Norwalk	MR315.71	Firestone Blvd Widening Project		2,000.0	0.0	2,000.0	2,000.0			
		TOTAL NORWALK		9,959.4	0.0	9,959.4	9,604.6	354.8	0.0	0.0
Paramount	MR315.20	Alondra Boulevard Improvments		4,600.0	0.0	4,600.0	4,600.0			
		TOTAL PARAMOUNT		4,600.0	0.0	4,600.0	4,600.0	0.0	0.0	0.0
Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements		13,479.0	0.0	13,479.0	13,479.0			
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements		1,821.5	0.0	1,821.5	1,821.5			
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements		2,901.0	0.0	2,901.0	2,901.0			
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements		53.0	0.0	53.0	53.0			
		TOTAL PICO RIVERA		18,254.5	0.0	18,254.5	18,254.5	0.0	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction		1,254.0	0.0	1,254.0	824.0	430.0		
Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction	CHG	2,667.0	920.0	3,587.0	2,667.0	920.0		
Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)		3,800.0	0.0	3,800.0	3,800.0			
		TOTAL SANTA FE SPRINGS		7,721.0	920.0	8,641.0	7,291.0	1,350.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: Construction		4,568.2	0.0	4,568.2		2,100.0	2,468.2	
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: Construction		7,184.5	0.0	7,184.5		5,750.0	1,434.5	
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,344.1	0.0	2,344.1	2,344.1			
		TOTAL WHITTIER		14,096.8	0.0	14,096.8	2,344.1	7,850.0	3,902.7	0.0
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		416,010.4	5,448.5	421,458.9	271,711.8	77,221.0	68,726.0	3,800.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Gateway Cities: Interstate 710 South Early Action Projects				293,668.5	6,709.7	298,148.2	267,982.5	0.0	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		2,000.0	0.0	2,000.0	1,550.0	450.0		
		TOTAL GCCOG		2,000.0	0.0	2,000.0	1,550.0	450.0	0.0	0.0
Metro	AE3722900	I-710 Soundwall Design Package 1 (PSE & ROW) (Completed)		2,161.9	0.0	2,161.9	2,161.9			
Metro	Bucket	I-710 ITS/Air Quality Early Action (Grant Match)		2,660.0	0.0	2,660.0	2,660.0			
Metro	MR306.02	I-710 Soundwall Package 2 Construction		4,948.0	0.0	4,948.0	4,948.0			
Metro	PS2198100	I-710 Soundwall Package 2 (PSE&ROW)		4,079.6	0.0	4,079.6	4,079.6			
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development (Completed)		600.0	0.0	600.0	600.0			
Metro	PS4340-1939	I-710 Corridor Project (PA/ED) EIR/EIS		40,495.9	0.0	40,495.9	40,495.9			
Metro	PS4340-1939	I-710 Corridor Project Task Force/ Mobility Investment Plan Development		6,282.0	0.0	6,282.0	0.0	6,282.0		
Metro	TBD	LBC to East LA Mobility Corridor Investment Plan/Outrech CBO Efforts	ADD	0.0	850.0	850.0	0.0	425.0	425.0	
Metro	PS-4710-2744	I-710 Soundwall Feasibility & Project Development		3,509.0	0.0	3,509.0	3,509.0			
Metro	PS4720-3330	I-710 Soundwall PSE & ROW Package 3		7,929.6	0.0	7,929.6	7,929.6			
Metro	MR306.04	I-710 Soundwall Package 3 Construction		43,062.0	0.0	43,062.0	43,062.0			
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds (Completed)		200.0	0.0	200.0	200.0			
Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report		150.0	0.0	150.0	150.0			
Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match)		64.8	0.0	64.8	64.8			
Metro	MR306.41	FRATIS Modernization (Grant Match)		3,000.0	0.0	3,000.0	3,000.0			
Metro	MR306.59	Imperial Hwy Capacity Enhancements Project		3,965.0	0.0	3,965.0	2,365.0	1,600.0		
Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)		25,046.0	0.0	25,046.0	25,046.0			
Metro	MR306.05	I-710 Integrated Corridor Management (ICM) Project		6,100.0	0.0	6,100.0	4,000.0	2,100.0		

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Metro	MR306.61	Rosecrans Ave/Atlantic Ave & Artesia Blvd/Santa Fe Intersection Improvements	CHG	329.5	2,223.7	2,553.2	329.5	223.7	2,000.0	
Metro	MR306.62	Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Poject		1,312.1	0.0	1,312.1	700.1	612.0		
		TOTAL METRO		155,895.4	3,073.8	158,969.2	145,301.5	11,242.7	2,425.0	0.0
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)		240.0	0.0	240.0	240.0			
		TOTAL POLA		240.0	0.0	240.0	240.0	0.0	0.0	0.0
Metro	13.01/USACE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0			
		TOTAL USACE		100.0	0.0	100.0	100.0	0.0	0.0	0.0
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	75.0			
Metro	MR306.48	SCE design support I-710 Soundwall Package 3		400.0	0.0	400.0	400.0			
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,623.0			
		TOTAL SCE		2,098.0	0.0	2,098.0	2,098.0	0.0	0.0	0.0
Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway		1,450.0	0.0	1,450.0	1,450.0			
Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA		3,500.0	0.0	3,500.0	3,500.0			
Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only		100.0	0.0	100.0	100.0			
Caltrans	MR306.21	I-710 Integrated Corridor Management (ICM) CT IQA		150.0	0.0	150.0	150.0			
		TOTAL CALTRANS		5,200.0	0.0	5,200.0	5,200.0	0.0	0.0	0.0
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0			
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS		157.0	0.0	157.0	157.0			
		TOTAL LA COUNTY		857.0	0.0	857.0	857.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS		136.0	0.0	136.0	136.0			
Bell	MR306.37	Eastern at Bandini Rickenbacker Project (Call Match) F9200		178.6	(0.0)	178.6	178.6			
Bell	MR306.44	Gage Ave Bridge Replacement Project	CHG	66.8	980.0	1,046.8	66.8	980.0		
		TOTAL BELL		381.4	980.0	1,361.4	381.4	980.0	0.0	0.0
Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS		152.3	0.0	152.3	152.3			
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120		1,184.7	0.0	1,184.7	1,184.7			
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111		283.4	(0.0)	283.4	283.4			
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements		4,635.0	0.0	4,635.0	4,635.0			
		TOTAL BELL GARDENS		6,255.4	(0.0)	6,255.4	6,255.4	0.0	0.0	0.0
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS		75.0	0.0	75.0	75.0			
Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project (Completed)		13,500.0	0.0	13,500.0	13,500.0			
Commerce	MR306.45	Atlantic Blvd. Improvements Project		1,500.0	0.0	1,500.0	1,500.0			
Commerce	MR306.64	Slauson Corridor Improvements (PAED/PSE)		2,230.0	0.0	2,230.0	0.0	2,230.0		
		TOTAL COMMERCE		17,305.0	0.0	15,075.0	15,075.0	2,230.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS		35.3	0.0	35.3	35.3			
		TOTAL COMPTON		35.3	0.0	35.3	35.3	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS		120.0	0.0	120.0	120.0			
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements (Complete)		3,069.0	0.0	3,069.0	3,069.0			
Downey	MR306.31	Lakewood Blvd Improvement Project (Completed)		6,000.0	0.0	6,000.0	6,000.0			
Downey	MR306.42	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)		323.0	0.0	323.0	323.0			
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project		3,185.0	0.0	3,185.0	3,185.0			
		TOTAL DOWNEY		12,697.0	0.0	12,697.0	12,697.0	0.0	0.0	0.0
Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS		15.0	0.0	15.0	15.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Huntington Park	MR306.53	Slauson Ave Congestion Relief Improvements		5,600.0	0.0	5,600.0	1,500.0	2,500.0	1,600.0	
		TOTAL HUNTINGTON PARK		5,615.0	0.0	5,615.0	1,515.0	2,500.0	1,600.0	0.0
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS		146.0	0.0	146.0	146.0			
Long Beach	MR306.19	Shoemaker Bridge Replacement Project		23,900.0	0.0	23,900.0	23,900.0			
Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements (Completed)		300.0	0.0	300.0	300.0			
Long Beach	MR306.60	Shoreline Drive Realignment Project		4,700.0	0.0	4,700.0	4,700.0			
Long Beach	MR315.70	Artesia Boulevard Improvements (PAED, PSE, CON)	CHG	9,877.0	2,656.0	12,533.0	765.0	4,112.0	7,656.0	
		TOTAL LONG BEACH		38,923.0	2,656.0	41,579.0	29,811.0	4,112.0	7,656.0	0.0
Lynwood	MR306.46	Staff Support for the Review of the Draft I-710 South EIR/EIS		20.0	0.0	20.0	20.0			
		TOTAL LYNWOOD		20.0	0.0	20.0	20.0	0.0	0.0	0.0
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS		65.0	0.0	65.0	65.0			
Maywood	MR306.56	Slauson Ave and Atlantic Congestion Relief Improvements		445.0	0.0	445.0	445.0			
		TOTAL MAYWOOD		510.0	0.0	510.0	510.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS		130.0	0.0	130.0	130.0			
Paramount	MR306.32	Garfield Ave Improvements		2,825.0	0.0	2,825.0	2,825.0			
Paramount	MR306.06	Rosecrans Bridge Retrofit Project		800.0	0.0	800.0	1,600.0			
		TOTAL PARAMOUNT		3,755.0	0.0	3,755.0	4,555.0	0.0	0.0	0.0
POLB	MR306.55	Pier B Street Freight Corridor Reconstructon		10,000.0	0.0	10,000.0	10,000.0			
		TOTAL PORT OF LONG BEACH		10,000.0	0.0	10,000.0	10,000.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS		184.5	0.0	184.5	184.5			
South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)		12,400.0	0.0	12,400.0	12,400.0			
South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project (Completed)		6,000.0	0.0	6,000.0	6,000.0			
South Gate	MR306.50	I-710 Soundwall Project - Package 1 Construction Phase		8,900.0	0.0	8,900.0	8,900.0			
South Gate	MR306.57	Imperial Highway Improvements Project		966.2	0.0	966.2	966.2			
South Gate	MR306.58	Firestone Blvd at Otis St Improvements		850.0	0.0	850.0	850.0			
South Gate	MR306.63	Garfield Ave Median Improvements		340.0	0.0	340.0	340.0			
		TOTAL SOUTH GATE		29,640.7	0.0	29,640.7	29,640.7	0.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS		70.2	0.0	70.2	70.2			
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0	2,070.0	2,070.0			
		TOTAL VERNON		2,140.2	0.0	2,140.2	2,140.2	0.0	0.0	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		293,668.5	6,709.7	298,148.2	267,982.5	21,514.7	11,681.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
North County: SR-138 Safety Enhancements				200,000.0		194,400.0	174,332.7	2,274.9	17,792.4	0.0
Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)		19,400.0	0.0	19,400.0	19,400.0			
Metro/ Caltrans	MR330.12	SR 138 Segment 6 Construction	DEOB	5,600.0	(5,600.0)	0.0	0.0			
Metro	MR330.13	SR-14 Traffic Safety Improvements Project	ADD	0.0	5,600.0	5,600.0	0.0	5,600.0		
		TOTAL METRO		25,000.0	5600.00	19,400.0	19,400.0	0.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange	DEOB	20,340.0	11,415.8	8,924.2	8,924.2			
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange		1,875.1	(0.0)	1,875.1	1,875.1			
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange	CHG	21,274.9	17,792.5	39,067.4	19,000.0	2,274.9	17,792.4	
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange		1,510.0	0.0	1,510.0	1,510.0			
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange	DEOB	20,000.0	6,376.6	13,623.4	13,623.4			
		TOTAL LANCASTER		65,000.0	0.0	65,000.0	44,932.7	2,274.9	17,792.4	0.0
Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East		25,000.0	0.0	25,000.0	25,000.0			
Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps		25,000.0	0.0	25,000.0	25,000.0			
Palmdale	MR330.09	SR-138 10th St. West Interchange		15,000.0	0.0	15,000.0	15,000.0			
Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd		25,000.0	0.0	25,000.0	25,000.0			
Palmdale	MR330.11	SR-138 Avenue N Overcrossing		20,000.0	0.0	20,000.0	20,000.0			
		TOTAL PALMDALE		110,000.0	0.0	110,000.0	110,000.0	0.0	0.0	0.0
		TOTAL SR-138 SAFETY ENH		200,000.0		194,400.0	174,332.7	2,274.9	17,792.4	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
North County: I-5/SR-14 Safety Enhancements				85,094.9		85,094.9	69,908.7	14,000.0	500.0	686.2
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		9,297.5	0.0	9,297.5	9,297.5			
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		8,769.2	0.0	8,769.2	6,569.2	2,200.0		
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		3,677.0	0.0	3,677.0	2,877.0	800.0		
		TOTAL LANCASTER		21,743.7	0.0	21,743.7	18,743.7	3,000.0	0.0	0.0
LA County	MR501.01	The Old Road - Magic Mountain Prkwy to Turnberry Ln		25,000.0	0.0	25,000.0	14,000.0	11,000.0		
		TOTAL LA COUNTY		25,000.0	0.0	25,000.0	14,000.0	11,000.0	0.0	0.0
Palmdale	MR330.08	SR-138 Palmdale Blvd SB 14 Ramps	REP	1,186.2	0.0	1,186.2	0.0		500.0	686.2
Palmdale	MR330.09	SR-138 10th St. West Interchange		12,600.0	0.0	12,600.0	12,600.0			
		TOTAL PALMDALE		13,786.2	0.0	13,786.2	12,600.0	0.0	500.0	686.2
Santa Clarita	MR501.02	Sierra Highway Traffic Signal Improvements		565.0	0.0	565.0	565.0			
Santa Clarita	MR501.03	Vista Canyon Road Bridge at Los Canyon Road		20,000.0	0.0	20,000.0	20,000.0			
Santa Clarita	MR501.04	Vista Canyon Metrolink Station		4,000.0	0.0	4,000.0	4,000.0			
		TOTAL SANTA CLARITA		24,565.0	0.0	24,565.0	24,565.0	0.0	0.0	0.0
		TOTAL I-5/SR-14 SAFETY ENH		85,094.9		85,094.9	69,908.7	14,000.0	500.0	686.2



Board Report

File #: 2022-0805, **File Type:** Contract

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2023

SUBJECT: SR-57/SR-60 INTERCHANGE IMPROVEMENTS PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the funding agreement with the San Gabriel Valley Council of Governments in the amount of \$293,590,000 for the State Route (SR)-57/SR-60 construction phase.

ISSUE

On October 14, 2022, the construction bid package for the SR-57/SR-60 Interchange Improvement Project (the "Project") was released by the San Gabriel Valley Council of Governments (SGVCOG). Final bids were due December 9, 2022; a total of five (5) bids were submitted. After evaluation and validation of the submitted bids, SGVCOG determined that Skanska USA Civil West California District Inc. was the lowest and acceptable bid for the Project's construction phase. Metro's approval of the funding agreement with the SGVCOG in the amount of \$293,590,000 is required in order to execute a notice to proceed.

BACKGROUND

As key components of the National Freight Highway Network (NFHN), SR-57 and SR-60 serve the nation's largest port complex, which includes the Port of Los Angeles and the Port of Long Beach (the San Pedro Bay Ports), as well as numerous intermodal, warehousing and manufacturing facilities, and related businesses and industries across the state and country. In the San Gabriel Valley, near the borders of San Bernardino, Riverside, and Orange Counties, these two highways merge and share an alignment for approximately two miles.

The existing lane configuration of the shared alignment, coupled with high truck and vehicle volumes, creates a chokepoint that results in severe congestion and frequent accidents, earning it the American Transportation Research Institute's 2021 ranking as the second worst truck bottleneck in California and among the worst truck bottlenecks in the United States. Southern California's second highest number of truck accidents occur within the Project limits, with a truck-related accident rate 50 percent higher than the state average for comparable facilities. The bottleneck will continue to restrict commerce, inhibit regional and local mobility, increase the costs of goods movement, generate excessive per vehicle greenhouse gas emissions, and negatively affect safety for the movement of

people and goods in Southern California.

The proposed improvements will assist in alleviating these challenges by constructing eastbound highway improvements and bypass connectors designed to separate local and freeway traffic flows, reduce weaving conflicts, increase merge lengths, and provide targeted congestion relief improvements.

In coordination with the California Department of Transportation (Caltrans), Final design, ROW Certification, and the remaining authorizations needed to enter the Project's construction phase were completed in June 2022. In addition, the California Transportation Commission (CTC) has approved the allocation of the \$217.9 million for construction, and the Federal Highway Administration (FHWA), in combination with the Office of the Secretary of Transportation (OST), have also provided the necessary approvals for the \$27 million to start the Project's construction phase.

In June 2022, the Metro Board adopted a set of Objectives for Multimodal Highway Investment. These objectives commit Metro to a holistic and multimodal approach to highway planning, accounting for the unique mobility needs and priorities of the subregions and addressing historic and potential impacts on the quality of life of adjacent communities. These objectives were adopted before the planning stages of the Project. However, the Project is consistent with the objective of improving the mobility needs of people and goods within LA County and will be done without the need for residential property acquisitions.

DISCUSSION

This project is included in the 2016 voter approved expenditure plan with an allocation of \$205,000,000 Measure M funds. These funds have been leveraged to attract an additional \$266,900,000, comprised of the following State and federal sources: \$217.9 million in Trade Corridor Enhancement Program (TCEP) in December 2020 and \$27 million in Infrastructure for Rebuilding America (INFRA) in October 2022 for the construction phase. The Project also obtained \$22 million in a previous TCEP cycle, which provided \$17 million for the final design and \$5 million for right-of-way (ROW). Since the awards from TCEP and INFRA for the Project's construction phase, the Project has been on an accelerated timeline to start the construction phase ahead of schedule by nearly two years. The grant funds from TCEP and INFRA provide the necessary funds to start construction in 2023.

The San Gabriel Valley Council of Governments (SGVCOG) entered into a cooperative agreement in June 2019 with Metro for utility coordination, ROW acquisitions, construction bid procurement, and overall construction management for the Project. Under this agreement, the SGVCOG released the Project's construction bid package and evaluated the bids. The construction bid package was released on October 18, 2022, and a total of 53 calendar days were provided for submittals.

After evaluating and validating the five (5) bids submitted on December 9, 2022, it has been determined that Skanska USA Civil West California District Inc. was the lowest and acceptable bid for the Project's construction phase. The Project identified a 24% Disadvantaged Business Enterprise

(DBE) goal, the proposal includes 24.5%.

Board's approval of the funding agreement provides the authority for SGVCOG to approve and execute the NTP for the Project's construction phase.

DETERMINATION OF SAFETY IMPACT

There is no impact on public safety by approving the recommendations.

FINANCIAL IMPACT

The overall funding agreement of \$293,590,000 for the Project includes \$27,000,000 in Federal INFRA funds, \$217,900,000 in State SB1 TCEP funds, and finally, \$48,690,000 in local Measure M 17% Highway Capital funds dedicated for this Project. The funding plan for the Project that shows the annual sources and uses of funds is included in Attachment A.

For FY23, \$95,000,000 has been budgeted in Complete Streets & Highways Cost Centers 4730 and 0442, in SR-57/SR-60 Interchange Improvements Project 475002. No budget adjustment is needed at this time. Staff will revisit the already-established departmental budget to make any necessary adjustments in the current Fiscal Year.

Since this is a multiyear project, the Project Manager, the Cost Center Manager, the Senior Executive Officer Countywide Planning and Development and the Chief Planning Officer will continue to be responsible for budgeting costs in future fiscal years within the funding agreement.

Impact to Budget

The source of funds for this Project are Measure M Highway 17% (Line 18), State SB1 TCEP funds and Federal INFRA funds. These funds are not eligible for bus and rail operations or non-Highway capital project expenditures.

EQUITY PLATFORM

The Project area is not located within or directly adjacent to Equity Focus Communities (EFCs). Implementation of the Project will not result in the displacement of, or other negative impacts, to disadvantaged or low-income communities. However, EFCs are located within 10 miles to the east, northeast, and west of the Project location.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Project is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high quality mobility options that enable people to spend less time traveling by alleviating the current operation deficiencies and improving mobility at the SR-57/SR-60 interchange.

Goal 4: Transform Los Angeles County through regional collaboration by partnering with the SGVCOG and Caltrans to identify the needed improvements on State highway and take share responsibility of development and implementation of highway improvement projects.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the funding agreement. This option is not recommended. Proceeding forward with the completion of the Project maintains the commitment outline in the Measure M Ordinance and utilizes leverage funding from State and Federal agencies.

NEXT STEPS


Upon approval by the Board, the SGVCOG will approve and execute the NTP for the Project's construction phase.

ATTACHMENTS

Attachment A - Funding and Expenditure Plan

Prepared by: Roberto Machuca, Senior Director, Program Management, (213) 418-3467
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Stephanie N. Wiggins
Chief Executive Officer

Attachment "A"
Funding and Expenditure Plan
SR-57/SR-60 INTERCHANGE IMPROVEMENTS PROJECT

Uses of Funds (\$ in millions)

Work Package	Prior	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total
Construction Capital			\$ 60.33	\$ 39.53	\$ 60.65	\$ 53.44	\$ 43.56	\$ 9.38	\$ 266.90
Unallocated Contingency				\$ 26.69					\$ 26.69
Total Project Estimate	\$ -	\$ -	\$ 60.33	\$ 66.22	\$ 60.65	\$ 53.44	\$ 43.56	\$ 9.38	\$ 293.59

Sources of Funds

State/Federal Revenue

INFRA Grant	\$ -	\$ -	\$ 1.21	\$ 18.16	\$ 7.64	\$ -	\$ -	\$ -	\$ 27.00
SB1 Trade Corridors	\$ -		\$ 59.12	\$ 48.06	\$ 44.66	\$ 44.80	\$ 21.26	\$ -	\$ 217.91
State/Federal Revenue Subtotal	\$ -	\$ -	\$ 60.33	\$ 66.22	\$ 52.30	\$ 44.80	\$ 21.26	\$ -	\$ 244.91

Local Revenue

Measure M - Highway	\$ -	\$ -	\$ -	\$ -	\$ 8.36	\$ 8.64	\$ 22.30	\$ 9.38	\$ 48.68
Local Revenue Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 8.36	\$ 8.64	\$ 22.30	\$ 9.38	\$ 48.68

TOTAL SOURCES	\$ -	\$ -	\$ 60.33	\$ 66.22	\$ 60.65	\$ 53.44	\$ 43.56	\$ 9.38	\$ 293.59
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Board Report

File #: 2022-0847, File Type: Program

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2023

SUBJECT: STATE OF CALIFORNIA ASSEMBLY BILL 180 GRANT APPLICATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING a report on Metro's upcoming applications for funding appropriated by Assembly Bill (AB) 180 to the California State Transportation Agency (CalSTA) for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 and High-Priority Grade Crossing Improvement and Separation Projects as prioritized in Attachment A;
- B. APPROVING the programming and expenditure of \$8.5 million of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan to be repurposed as a local match for a TIRCP Cycle 6 grant application to be submitted by the High Desert Corridor Joint Powers Authority (HDCJPA) and to leverage other state and federal funds for advancing HDMC project needs; and
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to request from the Federal Transit Administration (FTA) approval for entry into the Project Development Phase of the Capital Investment Grants (CIG) Program for the Locally Preferred Alternative (LPA) of the Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project to meet CalSTA's TIRCP Cycle 6 eligibility requirement, pursuant to the December 2022 Board motion (File #2022-0830) to submit the project as a candidate for the TIRCP Project Development Reserve funding.

ISSUE

AB 180 authorized the allocation of surplus Fiscal Year 2023 General Fund dollars to create the 2023 TIRCP Cycle 6, which comprises three discretionary grant categories and a new program to improve or separate existing at-grade rail crossings. Staff recommendations for the main TIRCP grant category - "Existing TIRCP Projects" - were presented to and approved by the Board on December 1, 2022 (File #2022-0771), resulting in staff submitting an application for a prioritized Program of Projects on December 6, 2022.

Grant applications for the remaining AB 180 TIRCP Cycle 6 funding categories - the “Major Projects - Project Development Reserve Fund” and “New TIRCP Projects,” as well as for “High-Priority Grade Crossing Improvement and Separation Projects” - are due to CalSTA by February 10, 2023. Any remaining TIRCP Cycle 6 funds not assigned to “Existing TIRCP Projects” or “Major Projects - Project Development Reserve” may be administered by CalSTA to fund “New TIRCP Projects” selected through the Cycle 6 competitive process for this funding category.

This item builds upon last month’s recommendations approved by the Board for the TIRCP Cycle 6 “Existing TIRCP Projects” funding category, provides information on Metro’s priorities and approach to submitting applications for the remaining three AB 180 funding categories by the stated deadline, and implements Board policy adopted last month through Motion 49.1 (File #2022-0830, Director Dutra). Staff also requests Board action to program and allow the expenditure of Measure M funds assigned to the HDMC project that are necessary for a TIRCP Cycle 6 grant application and to serve as a local match in other upcoming state and federal discretionary grant competitions.

BACKGROUND

AB 180, approved by Governor Newsom in June 2022, amended the Budget Act of 2021 to appropriate \$3,630 million of General Fund statewide for the TIRCP to be administered by CalSTA. Of this total, AB 180 allocated up to a \$150 million set-aside for “Major Projects - Project Development Reserve” to be available for multiyear grants to support the delivery of capital projects and programs of projects that have entered or have applied to enter federal project development processes for at least a portion of the project or program of projects, and that expect to receive TIRCP and federal funding for construction in the future once complete with project development.

Specifically for Southern California, AB 180 made \$1,831 million of the statewide total available for TIRCP Cycle 6, which includes a minimum of \$900 million for “Existing TIRCP Projects” and authorizes two other programs: “Major Projects - Project Development Reserve” and “New TIRCP Projects.” The “New TIRCP Projects” program will be funded by the remainder of funds not allocated to “Existing TIRCP Projects” and “Major Projects - Project Development Reserve.” The target range published in the TIRCP Cycle 6 Final Guidelines for this conclusory funding category is between \$331.5 million and \$931.5 million.

AB 180 also allocated a total of \$350 million (comprising a \$100 million General Fund set-aside to CalSTA and a \$250 million appropriation to Caltrans) to fund “High-Priority Grade Crossing Improvement and Separation Projects” statewide to support projects that eliminate conflicts between road users and railroads and that benefit existing or proposed rail passenger services. CalSTA encourages applicants for funding from the combined set-aside programs to submit projects whose contingent award would leverage federal funds. While there is no formula distribution of these funds by county or region within California, CalSTA’s Final Guidelines published as its Southern California target for this program a range of \$140 million to \$280 million.

Funding made available by AB 180 for all three TIRCP Cycle 6 categories and the “High-Priority Grade Crossing Improvement and Separation Projects” program is available for expenditure or encumbrance and liquidation by June 30, 2027. Projects unable to meet this statutory requirement are not eligible for funding.

DISCUSSION

In addition to the TIRCP Cycle 6 “Existing TIRCP Projects” program, AB 180 also created and provided FY 2023 General Fund funding for three additional discretionary grant programs:

- **Major Projects - Project Development Reserve** (TIRCP Cycle 6)
 - Up to \$150 million statewide
- **High-Priority Grade Crossing Improvement and Separation Projects**
 - \$350 million statewide
 - Guidelines target range for Southern California: \$140 - \$280 million
- **New TIRCP Projects** (TIRCP Cycle 6)
 - Remainder of funds not programmed for other TIRCP Cycle 6 programs
 - Guidelines target range for Southern California: \$331.5 - \$931.5 million

Major Projects - Project Development Reserve

For the “Major Projects - Project Development Reserve,” projects must be seeking to enter or already have entered a federal project development process, such as for the FTA’s CIG Program or the Federal Railroad Administration (FRA) Corridor Identification and Development (ID) Program. Projects that have already received TIRCP funding in a previous cycle are not eligible.

CalSTA will prioritize funding for projects that expect to leverage federal project development funds, or that can advance a project or project component to readiness for future federal funding towards construction. In support of such projects, CalSTA will provide contingent TIRCP Cycle 6 awards, and encourages applicants to request contingent awards. Additionally, CalSTA expects projects that receive funding from this TIRCP funding category will also be able to apply for future TIRCP funds to leverage future federal funds. Applicants are also encouraged to have scalable requests to increase the likelihood that projects can receive at least partial support for project development.

At its December 1, 2022, meeting, the Board approved a motion (File #2022-0830, Director Dutra) that directed the CEO to submit the “Metro L (Gold) Line Eastside Extension” as a candidate project for this TIRCP Cycle 6 funding category. To be eligible for a grant award, per clarifying guidance from CalSTA staff, applicants must have received approval from the modal federal grantor agency to enter its project development process for at least a portion of the project or program of projects or must have applied to enter such process before the announcement of TIRCP Cycle 6 grant awards. With this announcement anticipated on April 24, 2023 (per CalSTA’s Final Guidelines), Metro must submit before this date its request to the FTA for entry into the Project Development Phase of the CIG Program for the LPA of the Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project to meet CalSTA’s TIRCP Cycle 6 eligibility requirement.

Metro’s TIRCP Cycle 6 project development grant request is \$35 million. Metro will commit to

providing approximately \$2.8 billion in Measure R and Measure M Transit Capital funds dedicated to the project, which, combined with a TIRCP Cycle 6 award, would help support the delivery of the project as Metro works to secure a multi-billion grant from the FTA's CIG Program.

Metro previously evaluated each of the "pillar" projects and the East San Fernando Valley Transit Corridor Project for the Board in April 2021 (File #2021-0150) and identified the priorities for New Starts grants. The West Santa Ana Branch Transit Corridor (WSAB) and Sepulveda Transit Corridor Projects were approved by the Board as the next New Starts priorities, and the East San Fernando Valley Transit Corridor Project (ESFV) was approved as the priority for the FTA Expedited Project Delivery (EPD) Pilot Program. Metro has subsequently requested entry into the New Starts Project Development phase for WSAB and applied for the EPD program for ESFV. The Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project was not identified as a priority because the estimated New Starts rating was lower than the two priority projects (but would still meet the minimum "medium" threshold), and the project was not following the NEPA review process. Given the Board authorized Metro in December 2022 to reinstate the NEPA process and the funding needs of the project, Metro will now initiate the New Starts process for Eastside while retaining WSAB and Sepulveda Transit Corridor as Metro's New Starts priorities.

In addition to this project, staff reviewed Metro's "pillar" and other major capital projects to determine eligibility, readiness, and competitiveness for this funding category, which will be oversubscribed statewide. Per this assessment, all of Metro's eleven projects that have already been awarded TIRCP grants in a previous cycle (Attachment B) are not eligible. Of the remaining projects, whether in the Measure M Expenditure Plan or identified in Metro's Long Range Transportation Plan or prioritized by the Board, no other projects (1) include an assumption of an FTA CIG award; and (2) can meet the federal 2-year statutory period to complete all the FTA's CIG Project Development Phase activities and deliverables, including documentation of environmental clearance under the National Environmental Policy Act (NEPA).

Staff also reviewed projects that are considering entry into the FRA's Corridor ID Program. The FRA announced the establishment of this program to facilitate the development of intercity passenger rail corridors through a Federal Register Notice it issued on May 13, 2022, in compliance with the directive of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), that President Biden signed into law in November 2021. The FRA encouraged eligible entities to submit expressions of interest in the Corridor ID Program and announced its plan to publish a notice soliciting proposals from eligible entities that may also include funding opportunities.

On August 3, 2022, the HDCJPA submitted an expression of interest to the FRA for the creation of high-speed rail passenger service between the City of Palmdale and the Victor Valley in San Bernardino County and requested its incorporation into the Corridor ID Program. The project is currently in Stage 2 (Service Development Planning) of the Corridor ID Program. Per HDCJPA staff, the FRA has indicated its intent to award \$500,000 to all eligible projects in Stages 1 and 2, which require a minimum 10% funding match. This is the only Measure M project for which an expression of interest has been submitted to the FRA, therefore meeting CalSTA's eligibility requirement to apply for and receive a TIRCP Cycle 6 "Major Projects - Project Development Reserve" grant award. This project is managed by the HDCJPA, which Metro joined in August 2022 (File #2022-0338).

The HDCJPA will develop and submit the grant application to CalSTA requesting a TIRCP Cycle 6 award of \$8 million, committing \$8 million in Measure M funds for project development activities. The remaining \$500,000 capacity will be used as a local match for the FRA Corridor ID application that supports the TIRCP Cycle 6 request. As Metro is not submitting the grant application to CalSTA, there is no need to rank/prioritize the project relative to the application for the LPA of the L (Gold) Line Eastside Transit Corridor Phase 2 Project. Metro will provide a letter of support to the HDCJPA for its TIRCP grant application to CalSTA.

High-Priority Grade Crossing Improvement and Separation Projects

Projects seeking “High-Priority Grade Crossing Improvement and Separation” funds must maximize safety benefits and reduce or eliminate conflicts between road users and railroads. These projects can also benefit existing or proposed rail passenger services. CalSTA encourages applications for projects that need a state funding award to leverage federal funds. This one-time set-aside funding is intended to advance projects that align with the California State Rail Plan, the California Freight Mobility Plan (where applicable), as well as the state’s Climate Action Plan for Transportation Infrastructure (CAPTI) climate action and equity goals.

Eligible projects include highway-rail or pathway-rail grade crossing improvement and separation projects that focus on improving the safety and mobility of people and goods, such as:

- Grade separation or closure, including using a bridge, embankment, or tunnel.
- Track relocation.
- The improvement or installation of protective devices, signals, signs, or other measures that improve safety, provided such activities are related to a separation or relocation project.
- Other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions).

Due to limited funding, CalSTA encourages applications to submit a programmatic set of inter-related projects with independent utility with clear prioritization of segments. Projects should have a realistic timeline for completion as applicants must have completed the Planning Approval and Environmental Documents phase and Design phase before allocating funds for the Right-of-Way or Construction phases. Expenditure or encumbrance and liquidation of all funding must occur by June 30, 2027.

CalSTA may choose to establish a reserve of funds at the time of initial project selection that can be used either: (1) to provide additional funding for the highest rated projects that pursue, but do not receive, federal or state funds from such programs; or (2) to provide funding for additional projects not yet awarded funds. Project selection criteria are the following: a) safety; b) climate change and sustainability; c) benefits for disadvantaged communities; d) funding match, leveraging of additional funding and innovative financing; and e) consistency with existing plans and project readiness.

CalSTA has asked prospective applicants to be mindful of the limited resources when scaling their grant requests. A project funded with this state funding source can and should be used to leverage federal grant requests from the FRA’s Consolidated Railroad Infrastructure and Safety Improvements (CRISI) or Railroad Crossing Elimination (RCE) programs (with a 50% match for CRISI ideally).

These FRA programs are highly competitive, with no more than \$100 million per year expected to be awarded for projects in California. Therefore, projects with large funding gaps will not likely be competitive unless a significant local match can be identified. Also, projects that cannot encumber, spend, and liquidate the CalSTA's grant awards by June 30, 2027, are not eligible for funding.

Staff has identified two major projects that meet CalSTA's evaluation criteria, are at an advanced level of design, have a funding gap, and can fully liquidate CalSTA's grant within the required timeframe. These projects, listed in priority order, are as follows:

- 1) Doran Street & Broadway/Brazil Grade Separation Project
- 2) Brighton to Roxford Double Track Project (Segments 2, 3, and 4)

Staff recommends applying for a scalable request for these two projects. While independent of one another, these projects will together improve service on the Metrolink Antelope Valley Line (AVL) as well as the planned LOSSAN extension to Santa Clarita. The Doran Street & Broadway/Brazil Grade Separation Project will also benefit Metrolink's Ventura County Line, LOSSAN intercity passenger rail, and Union Pacific Railroad operations between Los Angeles Union Station and Ventura County, as well as future California High-Speed Rail service. The Doran Street & Broadway/Brazil Grade Separation Project will seal the Metro-owned intercity passenger, commuter, and freight rail line at the border of the cities of Glendale and Los Angeles. The project will address an urgent safety hazard and is necessary to realize planned service improvements on Metrolink, LOSSAN, and future California High Speed Rail. The Brighton to Roxford Double Track Project includes new and upgraded traffic and pedestrian crossings, improving regional train service, and enhancing safety along the AVL corridor. Funding details on the projects are included in Attachment A.

New TIRCP Projects

If CalSTA does not award all funds to projects submitted under the "Existing TIRCP Projects" funding category, it may reserve some of the funding set-aside for Southern California for "New TIRCP projects." CalSTA's Final Guidelines include a non-binding target range of between \$331.5 million to \$931.5 million for these additional awards. Award announcements for the "Existing TIRCP Projects" funding category will be made by January 31, 2023, thus determining the capacity remaining for a potential "New TIRCP Projects" competition. If significant additional funds are still left to award for this funding category, Metro can choose to develop and submit a grant application for a new capital project by the February 10, 2023, deadline.

Given the lack of certainty of funding capacity and the limited time and staff available to develop an application for this funding category, staff will consider re-submitting the grant application for the Capital, Operational, Rehabilitation and Expansion (CORE) Capacity System Integration Project that was submitted but did not receive funding from TIRCP Cycles 4 and 5. CalSTA staff had indicated that this project would have been funded if it was Metro's only application.

This project will expand platforms at four stations on the existing C Line, add sufficient traction power to enable 3-car train operation on the K Line for special events, and provide the necessary capacity for future K Line extension to the B and D Lines in 2042. The project is needed to provide adequate

capacity to accommodate the travel demand due to events at Sofi Stadium and other venues and allow transfers to/from the City of Inglewood's Intermodal Transit Connector.

Metro's priority among all AB 180 funding categories is the "Existing TIRCP Projects" program, for which staff submitted a total grant request of \$1.898 billion for its prioritized program of light rail transit projects that comprises the East San Fernando Valley Transit Corridor Project, the Metro L (Gold) Line Foothill Extension to Montclair Project, and the West Santa Ana Branch Transit Corridor Project. Should Metro realize success in securing most of or all the funding sought from this priority funding category, then CalSTA will be left with minimal capacity to fund a "New TIRCP Projects" competition that would then be requested to provide geographic balance in funding projects from other parts of Southern California. Staff recognizes that foregoing the option of pursuing additional TIRCP funding for the CORE Project may be necessary to support Metro's and the HDCJPA's applications for grants from the "Major Projects - Project Development Reserve" and "High-Priority Railroad Grade Crossing Improvement and Separation Projects" funding categories.

FINANCIAL IMPACT

Funding made available by AB 180 could provide a significant source of discretionary state funding for Measure M and other board priority projects that are competitive for these funding opportunities.

The request for \$8.5 million of Measure M funds for the HDMC identified in its Expenditure Plan will be available in Metro's FY 2024 Budget.

EQUITY PLATFORM

CalSTA seeks to award at least 25% of the funds allocated for its TIRCP Cycle 6 competitive grant process for projects that provide a direct, meaningful, and assured benefit to disadvantaged communities and priority populations, consistent with the objectives of SB 535 and AB 1550. CalSTA also directs applicants to demonstrate how their projects are consistent with the CalSTA's Statement on Racial Equity, Justice and Inclusion in Transportation, including projects that will help achieve a cleaner, safer, and more accessible and connected future.

Under the "High-Priority Grade Crossing Improvement and Separation Projects" funding category, Metro is submitting a combination of capital projects that improve safety and efficiency along the AVL corridor, which is entirely within Los Angeles County. The AVL extends from the Los Angeles Union Station (LAUS) to the City of Lancaster. About 58% of the surrounding 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 adjacent to the AVL corridor, nine are Equity Focus Communities (EFC).

The Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project LPA (as detailed in File #2022-0684) will benefit communities along the eastern portion of Los Angeles County with a high quality and reliable light rail transit system. Its proposed alignment traverses several Equity-Focused Communities (EFC) and comprises over 1,800 households. When the LPA opens for revenue service, communities along the corridor will also have access to the Metro regional network and to

activity centers and job opportunities along the corridor that include but are not limited to East Los Angeles College and Citadel Outlets, The Project will fulfill a gap in high-quality transit services that currently exist in the eastern portion of Los Angeles County. The LPA would serve the highest concentration of EFCs in East Los Angeles and the cities of Commerce and Montebello.

Extensive outreach efforts will continue along the corridor to engage project stakeholders through various outreach methods through the Final EIR and upcoming activities. The project team will continue collaborating with the CBO Roundtable to discuss project milestones and enhance outreach methods.

The CORE Project, under consideration for “new TIRCP” funding, will complete the expansion of platforms and power substations to enable 3-car train service on the existing C Line near LAX and El Segundo and will be complemented by planned state of good repair activities. The benefits of the project fall into three main categories: improved long-term access from the capacity expansion to enable 3-car trains as the C line continues to expand, labor and local hire programs, and ADA improvements to existing stations such as expanded sidewalks and potentially tactile walkways. By expanding the capacity of the platforms along the C (Green) Line and completing associating accessibility improvements, the project will help improve access in a corridor where 75 percent of census tracts are classified as disadvantaged communities (per SB 535), and residents are connected to major employment and recreation centers such as LAX Airport and Hollywood Park in the City of Inglewood. While the project itself is not located within an EFC, the C Line extends into EFCs and provides access from those EFCs to the job-rich areas within the project corridor. In addition, by improving long-term capacity of the C Line, the project will ultimately minimize burdens created by pollution from vehicles and traffic congestion, especially in relation to special events at Inglewood’s Hollywood Park.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Securing supplemental funding made available by AB 180 for these projects will help to implement Goal 1 to provide high-quality mobility options that enable people to spend less time traveling and Goal 3 to enhance communities and lives through mobility and access to opportunity. The awards will also help address funding shortfalls and allow the projects to proceed towards construction and leverage federal grants that depend on the commitment of additional state and local funding. The projects, when completed, will significantly expand transportation options, enhance commuter safety, and improve the quality of the transit network in our region.

NEXT STEPS

Staff will incorporate Board input into its development of competitive applications for each of the programs described in this Board Report to be submitted by the February 10, 2022, deadline. Staff will also provide a letter of support for the grant applications of the High Desert Corridor Joint Powers Agency for the TIRCP and other state and federal programs, as well as other applications for LA County projects as requested by partner agencies.

CalSTA is anticipated to announce awards for the “High-Priority Grade Crossing Improvement and Separation”, “Major Projects - Project Development Reserve” and “New TIRCP Projects” programs

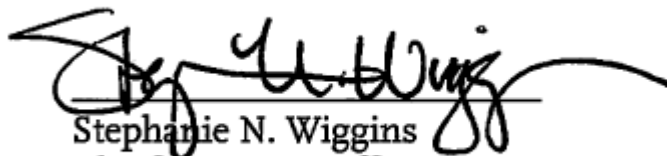
on April 24, 2023.

ATTACHMENTS

Attachment A - Proposed Projects for State of California AB 180 Grant Applications
Attachment B - Major Metro Projects Ineligible for Project Development Reserve Grants

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Stephanie N. Wiggins
Chief Executive Officer

AB 180 Major Projects - Project Development Reserve Funding Category

Metro L (Gold) Line Eastside Transit Corridor Phase 2 LPA (\$1,000)	
Funding Source	Amount
AB 180 Grant Request	\$35,000
AB 180 Grant Request Priority	N/A
HDCJPA High Desert Multipurpose Corridor (\$1,000)	
Funding Source	Amount
FRA Corridor ID (anticipated)	\$500
AB 180 Grant Request	\$8,000
AB 180 Grant Request Priority	N/A

AB 180 High-Priority Grade Crossing Improvement and Separation Projects		
Metro Doran Street & Broadway/Brazil Grade Separation Project (\$ 1,000)		
Full Project		
Total Cost	Funding Source	Amount
\$278,830	Measure R 3%	\$23,000
	Funding Gap	\$255,830
Phase A: Doran Street		
Total Cost	Funding Source	Amount
\$58,300	Measure R 3%	\$20,000
	2022 RCE/ 2022 CRISI*	\$38,300
	Funding Gap	\$0
	AB 180 Grant Request**	\$38,300
	AB 180 Grant Request Priority	1 of 3
Phase B: Broadway/Brazil		
Total Cost	Funding Source	Amount
\$220,530	Measure R 3%	\$3,000
	Funding Gap	\$217,530
	AB 180 Grant Request	\$0

*Funding not yet secured.

** Assumes no 2022 RCE and/or CRISI award(s). If provided partial award, request balance.

AB 180 High-Priority Grade Crossing Improvement and Separation Projects		
Metro Brighton to Roxford Double Track Project (\$ 1,000)		
Full Project		
Total Cost	Funding Source	Amount
\$300,000	Measure R 3%	\$30,000
	2020 TIRCP Cycle 4	\$36,400
	Measure M, MSP Transit Program, North County	\$32,900
	SB1 State Rail Account	\$20,000
	LCTOP	\$5,000
	FTA 5307	\$3,000
	Local Funds	\$1,058
	Funding Gap	\$171,642
	AB 180 Grant Request*	\$75,000
	<i>Future CRISI Request (if funded)</i>	\$96,642
	AB 180 Grant Request Priority	2 of 3
Segment 1: Control Pt Hollywood to Sun Valley Siding		
Total Cost	Funding Source	Amount
\$73,300	Measure R 3%	\$4,000
	2020 TIRCP Cycle 4	\$36,400
	Measure M, MSP Transit Program, North County	\$32,900
	Funding Gap	\$0
	AB 180 Grant Request	N/A
Segment 2: Sun Valley Siding to Van Nuys Boulevard (Scalable Option)		
Total Cost	Funding Source	Amount
\$68,700	Measure R 3%	\$10,000
	Funding Gap	\$58,700
	AB 180 Grant Request*	\$25,250
	<i>Future CRISI Request (if funded)</i>	\$33,450
	AB 180 Grant Request Priority	3 of 3
Segment 3: Van Nuys Boulevard to Sylmar/San Fernando Station		
Total Cost	Funding Source	Amount
\$92,500	Measure R 3%	\$8,000
	Local Funds	\$1,058
	SB1 State Rail Account	\$10,000
	Funding Gap	\$73,442
	AB 180 Grant Request*	\$27,830
	<i>Future CRISI Request (if funded)</i>	\$45,612
Segment 4: Sylmar/San Fernando Station to Control Point Roxford		
Total Cost	Funding Source	Amount
\$65,500	Measure R 3%	\$8,000
	SB1 State Rail Account	\$10,000
	LCTOP	\$5,000
	FTA 5307	\$3,000
	Funding Gap	\$39,500
	AB 180 Grant Request*	\$21,920
	<i>Future CRISI Request (if funded)</i>	\$17,580

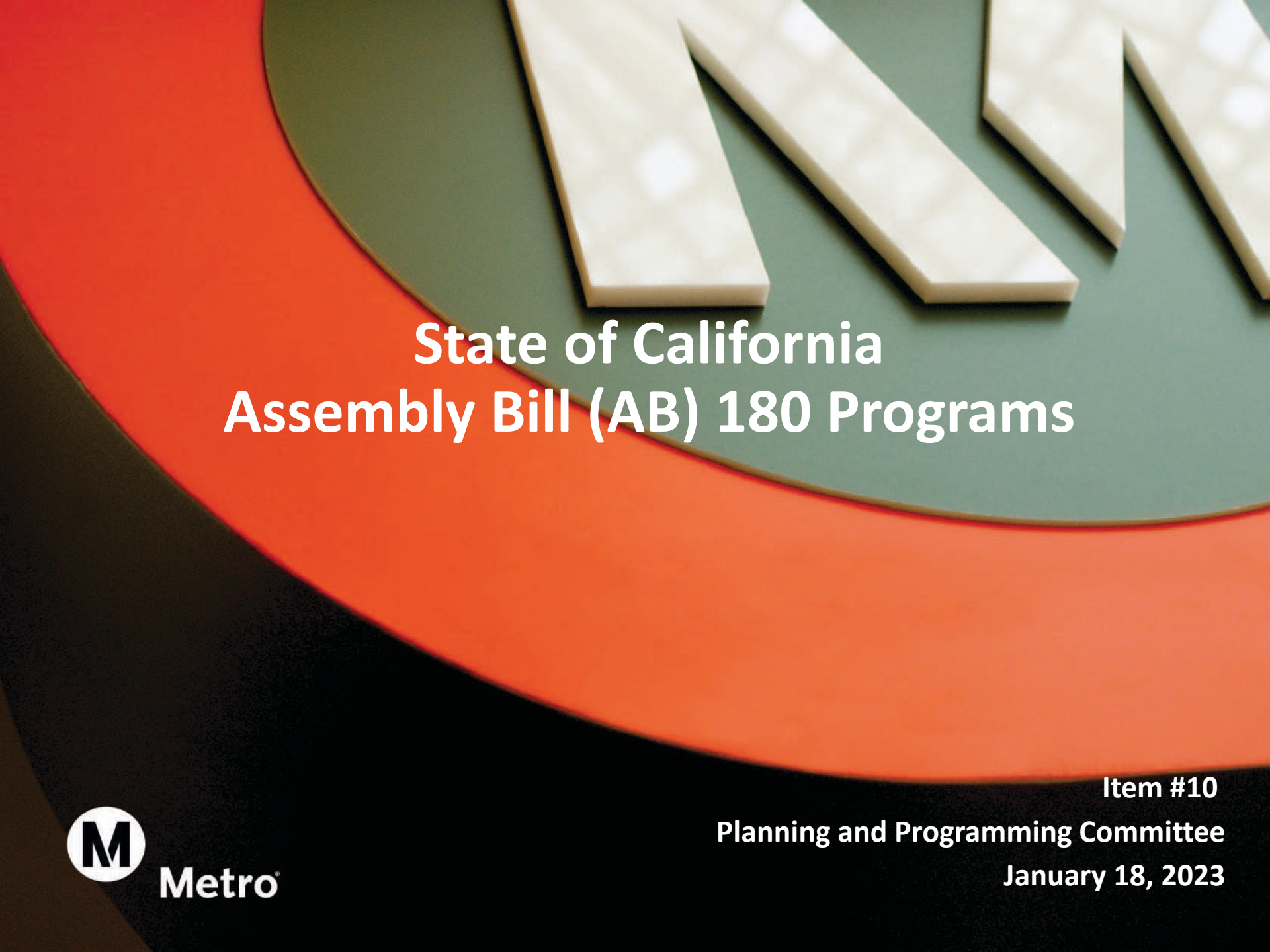
*AB 180 Grant Request represents the cost of grade crossing improvements eligible for the HPGCIS program. Metro's second funding priority is to fund the unfunded grade crossing improvements for the full Brighton to Roxford project with a scalable option to fund Segment 2, which can be delivered as an independent project.

AB 180 New TIRCP Projects Funding Category

CORE Capacity & System Integration Project (\$1,000)		
Full Project		
Total Cost	Funding Source	Amount
\$94,980	SCCP Request (TBD)	\$47,240
	Funding Gap	\$47,740
	TIRCP Grant Request	\$47,740
Traction Power: 2 TPSS on K Line		
Total Cost	Funding Source	Amount
\$35,150	SCCP Request (TBD)	\$31,500
	Funding Gap	\$3,650
Design Costs	TIRCP Grant Request	\$3,650
Aviation Platform Extension		
Total Cost	Funding Source	Amount
\$17,560	SCCP Request (TBD)	\$15,740
	Funding Gap	\$1,820
Design Costs	TIRCP Grant Request	\$1,820
Platform Extensions: Redondo Beach, Mariposa, Douglas		
Total Cost	Funding Source	Amount
\$42,270	SCCP Request (TBD)	\$0
	Funding Gap	\$42,270
Design + Construction Costs	TIRCP Grant Request	\$42,270

ATTACHMENT B**Major Metro Projects Ineligible for Project Development Reserve Grants**

Project	TIRCP Cycle	Year	TIRCP Award
Willowbrook/Rosa Parks Station & Blue Line Light Rail Operational Improvements	1	2015	\$38,494,000
Airport Metro Connector 96th Street Transit Station/Metro Green Line Extension to LAX Project	2	2016	\$40,000,000
Metro Red Line and Purple Line Core Capacity Improvements Project	2	2016	\$69,209,000
East San Fernando Valley Light Rail Transit Project	3	2018	\$205,000,000
West Santa Ana Branch Transit Corridor Project	3	2018	\$300,000,000
Metro Gold Line Foothill Extension to Montclair Project	3	2018	\$290,200,000
Green Line Light Rail Extension to Torrance Project	3	2018	\$231,300,000
Orange/Red Line to Gold Line BRT Connector Project	3	2018	\$50,000,000
Vermont Transit Corridor Project	3	2018	\$5,000,000
Metrolink Antelope Valley Line Capital and Service Improvements Project	4	2020	\$107,050,000
NextGen and Zero Emission Bus Implementation Project	5	2022	\$177,500,000
TOTAL	N/A	N/A	\$1,513,753,000



State of California Assembly Bill (AB) 180 Programs



Metro

Item #10
Planning and Programming Committee
January 18, 2023

Item #10: Assembly Bill (AB) 180 Programs – Board Recommendations

Receive and File report on Metro's AB 180 Grant Program Candidate Projects for California State Transportation Agency (CalSTA) consideration.

Approve programming and expenditure of \$8.5 million of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the expenditure plan to be repurposed as local match for a TIRCP Cycle 6 grant application and to leverage other state and federal funds for advancing HDMC project needs.

Authorize the Chief Executive Officer (CEO) or their designee to request from the Federal Transit Administration (FTA) approval for entry into the Project Development Phase of the Capital Investment Grants (CIG) Program for the Locally Preferred Alternative (LPA) of the Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project to meet CalSTA's TIRCP Cycle 6 eligibility requirement, pursuant to the December 2022 Board motion (File #2022-0830) to submit the project as a candidate for the TIRCP Project Development Reserve funding.

Other AB 180 Grant Programs

In addition to the TIRCP Cycle 6 “Existing TIRCP Projects” funding category, AB 180 also created and provided FY 2023 General Fund funding for three additional discretionary grant funding categories:

- **Major Projects – Project Development Reserve (TIRCP Cycle 6)**
 - Up to \$150 million statewide
- **New TIRCP Projects (TIRCP Cycle 6)**
 - Remainder of funds not programmed for other TIRCP Cycle 6 categories
 - Guidelines target range for Southern California: \$331.5 - \$931.5 million
- **High-Priority Grade Crossing Improvement and Separation Projects (AB 180)**
 - \$350 million statewide
 - Guidelines target range for Southern California: \$140 - \$280 million

Major Projects – Project Development Reserve

AB 180 created this new funding program to support projects applying to enter the FTA CIG or FRA Corridor ID Programs. Projects must have applied for entry into the respective program before CalSTA evaluates applications (April 2023).

Up to \$150 million statewide – program expected to be oversubscribed.

Projects previously awarded TIRCP funding excluded from consideration.

Board Direction: Apply for **Metro Gold (L) Line Eastside Ext. Phase 2 LPA**

- Staff intends to apply for **\$35 million**.
- Requires Board authorization for CEO to submit request to FTA for approval to enter Project Development phase of the CIG Program (before April 2023).

Additional Board action needed to support High Desert Corridor JPA application for **High Desert Multipurpose Corridor** project (seeking **\$8 million**)

Major Projects – Project Development Reserve

February 2019

The Metro Board approved a motion that prioritized funding for four “pillar” fixed guideway projects: Gold Line Eastside Extension Phase 2, Green Line Extension to Torrance, Sepulveda Transit Corridor, and West Santa Ana Branch (WSAB) Transit Corridor.

April 2021

The Metro Board approved the next priorities for New Starts grants from the FTA’s CIG Program following the assessment of staff and WSP:

- New Starts - West Santa Ana Branch Transit Corridor and Sepulveda Transit Corridor Projects
- Expedited Project Delivery (EPD) Pilot Program - San Fernando Valley Transit Corridor Project

December 2022

Board approved a motion (File #2022-0830, Director Dutra) that directed the CEO to submit the Metro L Line Eastside Extension Phase 2 LPA as a candidate project for CalSTA’s TIRCP Project Development Reserve* which requires request for entry into, or, to currently be in the Project Development Phase



*DECEMBER BOARD MOTION DOES NOT RE-EVALUATE CIG PRIORITIES

L Line Eastside Extension Phase 2 LPA – Pursue Federal Funding

- | | |
|---------------|--|
| February 2020 | Board approved to discontinue NEPA primarily because the project's primary source of funding was state and local. |
| February 2022 | <p>Board approved motion directing staff develop funding plans (and assumptions) to focus on a local funding strategy and a combined local/federal funding strategy for the two IOS alternatives that were proposed.</p> <p>The request also asked staff to restart NEPA.</p> |
| December 2022 | <p>To pursue federal funding, the Board approved contract modifications for environmental services to restart NEPA at the December 2022 meeting.</p> <ul style="list-style-type: none">○ CEQA completion in Summer/Fall 2023.○ NEPA completion anticipated in Spring/Summer 2025. |

New TIRCP Projects

AB 180 funds a “New TIRCP Projects” Cycle 6 competition for Southern California

- Funding capacity dependent upon awards made for “Existing TIRCP Projects” for Southern California (to be announced January 31, 2023)
- Guidelines target range for Southern California: \$331.5 - \$931.5 million
- Deadline for application: February 10, 2023

“New TIRCP Projects” cycle would be modeled after prior five TIRCP cycles, with expanded applicant and project eligibility.

Success in “Existing TIRCP Projects” competition will be considered by CalSTA.

Given limited funding, timing, and expected lack of competitiveness for program, staff intends to re-submit a competitive TIRCP Cycle 5 project that did not receive an award:

CORE Capacity and System Integration Project: \$47.74 million

High Priority Grade Crossing Improvement and Separation Projects

AB 180 provides \$350 million statewide as a one-time set-aside funding opportunity, with a funding target of \$140 - \$280 million for Southern California

Eligible projects include highway-rail grade crossing improvement and separation projects that focus on improving the safety & mobility of people & goods.

CalSTA expects project awards will leverage significant federal funding.

CalSTA encourages applications to submit a programmatic set of inter-related projects with independent utility with clear prioritization of segments.

Staff has identified two major projects that meet CalSTA's evaluation criteria and are at an advanced level of design. These projects, listed in priority order, are as follows:

- 1) Doran Street & Broadway/Brazil Grade Separation Project: \$38.3 million**
- 2) Brighton to Roxford Double Track Project: \$75.0 million**
- 3) Brighton to Roxford – Segment 2 (scalable option): \$25.25 million**

Next Steps: Process

TIRCP Cycle 6 – Existing TIRCP Projects

- CalSTA Announces Existing TIRCP Projects Awards:

January 31, 2023

Additional AB 180 Programs

- ✓ New TIRCP Projects (Cycle 6)
- ✓ Major Projects – Project Development Reserve (Cycle 6)
- ✓ High Priority Grade Crossing Improvement & Separation Projects (AB 180)

- Project Applications Due:
- CEO submits request to FTA:
- CalSTA Anticipated Announcement of Awards:

February 10, 2023

By April 2023

April 24, 2023



Board Report

File #: 2022-0772, File Type: Program

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2023

SUBJECT: METROLINK ANTELOPE VALLEY LINE CAPITAL AND SERVICE IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. EXECUTING a Funding Agreement (FA) with the Southern California Regional Rail Authority (SCRRA) in the amount of \$16,563,581 for final design services for the Antelope Valley Line - Capital and Service Improvements Project (Project) to a 60% design level; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all agreements necessary to implement the Project.

ISSUE

Metro has programmed funds and delegated to SCRRA the responsibility to complete the final design phase of the Project. A FA is required for SCRRA to award contracts for final design plus other engineering supporting functions and maintain the schedule to deliver the Project in Fiscal Year (FY) 2027.

BACKGROUND

In 2020, Metro in partnership with SCRRA, was successful in receiving \$107,050,000 in State Transit and Intercity Rail Capital Program (TIRCP) funds for the Project, leveraging \$113,800,000 in North County Measure M Multi-Year Subregional Program (MSP) funds. The Project funding is for the construction of four capital improvement projects on the Metrolink Antelope Valley Line (AVL), which will enable additional commuter rail capacity, leading to 30-minute bi-directional service to Santa Clarita and 60-minute bi-directional service to Lancaster by 2028.

Consistent with the 2020 TIRCP program schedule, Metro has completed preliminary engineering and environmental clearance for the Project ahead of schedule. In December 2021 the Metro Board certified the final environmental impact report for the Project in accordance with California Environmental Quality Act (CEQA) requirements and adopted a finding that the Project is statutorily exempt under CEQA. On December 8, 2021, the Notice of Exemption was filed with the Los Angeles

County Clerk's office.

Since the completion of the environmental phase of the Project, Metro and SCRRA have worked in close partnership to develop the scope of work and roles and responsibilities for the final design phase of the Project. As part of the Metro Board's approval of the environmental documents in December 2021, the Board directed SCRRA to take the lead to advance the Project through the final design phase. Subject to Metro Board approval of Recommendations A and B, SCRRA will complete the design procurement and expeditiously award final design contracts for the Project, including bid documents to support construction and pre-construction right-of-way acquisition activities.

DISCUSSION

The three capital projects to be funded for final design as part of the Project FA are as follows:

- 1) **Balboa Double Track.** The Balboa Double Track Extension will 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 will 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-to-platform pedestrian undercrossing configuration options.
- 3) **Lancaster Terminal Improvements.** The Lancaster terminal improvements will 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, plus a center platform with pedestrian underpass options.

Note - a fourth project, **Brighton to McGinley Double Track** was also environmentally cleared by Metro and is currently designed to the 90% level as part of the larger Brighton to Roxford Double Track project. This project will be advanced separately by Metro.

Project Benefits

The Metrolink AVL is a critical lifeline service for residents in the Santa Clarita and Antelope Valleys which are geographically isolated from the greater Los Angeles area, especially when the bottlenecked Interstate 5 / State Route 14 interchange is congested or closed. More frequent Metrolink service from Los Angeles to Santa Clarita and Lancaster will lead to a doubling of service levels on the AVL by 2028. This additional service throughout the day, in both directions, will lead to a significant increase in mobility options for some of the most disadvantaged communities in Los Angeles County. Elimination of automobile trips will lead to reduced congestion on the SR-14 freeway plus greenhouse gas reduction benefits, as quantified through the previous environmental efforts.

Metrolink SCORE Program

With the transition of the Project from Metro to SCRRA, SCRRA has incorporated the Project into the larger Southern California Optimized Rail Expansion (SCORE) Phase 1A Program. SCORE is SCRRA's \$10 Billion capital improvement program consisting of grade crossing, track, signal, and

station improvements, providing capacity for more frequent service, to be implemented prior to the 2028 Olympic Games.

TIRCP and Measure M Funding

To meet grant funding and Project schedule requirements, final design activities must commence in early 2023. As part of the overall TIRCP grant application, \$113,800,000 in North County Measure M Multi-Year Subregional Program (MSP) funds was committed as local match. Because the TIRCP funding for the Project is for right-of-way and construction only, the MSP funds must be drawn down first for the final design phase of the Project.

NCTC and Metro Board Programming Actions and Project Budget

To date, both the North Los Angeles County Transportation Coalition (NCTC) and Metro Boards have approved and programmed \$19,624,000 of Measure M Transit Program MSP funds in FY20 to FY25 for Project environmental and design activities. The amount of \$3,060,419 was spent on preliminary engineering and environmental clearance, leaving a balance of \$16,563,581 available for final design. The \$16,563,581 of already programmed and available MSP funds is sufficient to initiate the final design phase of the Project to the 60% design level. See Attachment A for the TIRCP grant funding plus the programming of MSP funds for the Project. Recommendation A will execute the FA between Metro and SCRRA and enable SCRRA to award contracts with design firms for the final design to the 60% design level, anticipated to occur in February 2023.

Inclusive of SCRRA agency costs, program management consultant, contingencies and third-party agreements, the total anticipated cost for the final design phase and supporting functions of the Project exceeds the \$16,563,581 of previously programmed funds authorized for design activities. The actual full final design and supporting engineering activities budget for the Project is estimated at \$33,107,189.

Future NCTC and Metro Board Programming Actions

At the next NCTC quarterly Board meeting, scheduled to occur in April 2023, the NCTC will approve additional Measure M Transit Program MSP funds in the amount of approximately \$17 million to fund the full final design of the Project. See Attachment B for NCTC's commitment and intent to program additional funds for the remainder of the 100% final design of the Project in April 2023. As part of the annual update to the Metro Board on the North County Subregion Measure M MSP, staff intends to bring a concurrent action to program additional funds and adjust the cash flow for the budget for the final design to the 100% design level.

Funding Agreement and Scope of Work for Final Design and PS&E

The FA between Metro and SCRRA will establish roles and responsibilities, terms and conditions, and project budget and schedule for SCRRA to receive \$16,563,581 in Measure M MSP funds for the Project to the 60% design level. SCRRA will take an action item to concurrently approve the FA at the SCRRA Board meeting on January 27, 2023. SCRRA is leading the design services procurement effort and intends to award contracts to the 60% design level in February 2023. Metro will be the key funding stakeholder and will be at all Project Development Team (PDT) meetings and involved in all design decisions.

The Scope of Work (SOW) includes engineering consulting services for the final design, some

environmental studies to support the final design (Mitigation Monitoring and Reporting Plan - MMRP), program management consultants, SCRRA agency costs, right-of-way acquisition services, third-party support, bid support, and contingencies, to the 60% design level. The Project is anticipated to start in February 2023, with the final design complete in mid-2025.

Staff will provide updates to the Board on a regular basis regarding design elements, schedule, cost impacts, and stakeholder interaction. Towards the end of the final design phase of the Project, Metro will return to the Board with an updated construction funding plan and to commit remaining MSP funds for construction.

DETERMINATION OF SAFETY IMPACT

The final design for the Project will be done to the latest SCRRA, California Public Utilities Commission (CPUC), Federal Railroad Administration (FRA) and other regulatory agency safety standards and requirements.

FINANCIAL IMPACT

The project team does not anticipate an impact to the FY23 adopted budget. The Chief Planning Officer or designee and respective Project and Cost Center Managers will be responsible for programming funds and budgets for future years under project 474502.

EQUITY PLATFORM

The proposed funding agreement will facilitate final design services for the Project that is anticipated to serve many marginalized communities upon completion. 32% of potential riders along the AVL corridor live in SB 535 Disadvantaged Communities (DACs) census tracts. 58% of the potential riders along the AVL corridor live in AB 1550 Low-Income Communities census tracts. An additional 6% live in 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 will serve North LA County, which is very ethnically diverse, more so than other regions in the Metrolink system. The AVL has the highest percentage of African American riders (19%). Overall, 73% of Metrolink North LA County riders are non-Caucasian versus 66% systemwide. The AVL has the lowest percentage of riders with annual household income over \$50,000 at 65% as compared to the systemwide average of 80%. The increase in ridership will reduce congestion and air pollution in adjacent disadvantaged communities along the high volume I-5 and SR-14 highways.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation A supports strategic plan goals 1, 3 and 4. The FA supports Metro's partnership with SCRRA and NCTC to improve service reliability and mobility, provide better transit connections throughout the network, and implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the

people of LA County; and

- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

ALTERNATIVES CONSIDERED

The Board could choose not to approve the authorization to execute the FA with SCRRA. This is not recommended since SCRRA is currently in the procurement process and \$107,050,000 in State TIRCP funds would be at risk if the two agencies do not stay on schedule to complete construction by 2028. Another alternative is for Metro to complete the final design phase of the Project instead of SCRRA. This is not advised since the Metro Board previously directed SCRRA to lead and complete the final design phase.

NEXT STEPS

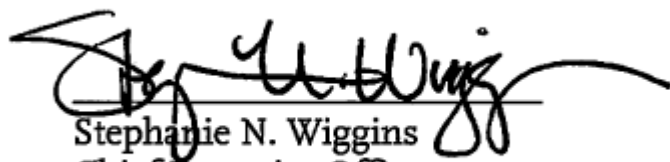
Subject to Board approval, the CEO or their designee will negotiate and execute the FA with SCRRA so that SCRRA can award the contracts for the final design to the 60% level, anticipated to occur in February 2023. Staff anticipates returning to the Board in April 2023 to request programming of additional Measure M MSP funds for the final design phase of the Project to the 100% design level. The FA between Metro and SCRRA will be amended as additional MSP funds are made available by the Metro Board. Staff will return to the Board with periodic updates on the final design, funding, schedule, etc.

ATTACHMENTS

Attachment A - TIRCP Grant and Programming of Funds for AVL Capital and Service Improvements
Attachment B - NCTC Letter of Intent to Commit Additional MSP Funds in April 2023

Prepared by: Jay Fuhrman, Manager, Transportation Planning, (213) 418-3179
Brian Balderrama, Deputy Executive Officer, Project Management-Regional Rail (213) 418-3177
Michael Cano, Executive Officer, Countywide Planning & Development, (213) 418-3010
Ray Sosa, Senior Executive Officer (Interim), Complete Streets and Highways and Deputy Chief Planning Officer, (213) 547-4274

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A - TIRCP GRANT AND PROGRAMMING OF FUNDS FOR AVL CAPITAL AND SERVICE IMPROVEMENTS

ANTELOPE VALLEY LINE - CAPITAL AND SERVICE IMPROVEMENTS PROJECT	
	Amount
State TIRCP Grant Funds	\$ 107,050,000
Local Measure M North County MSP Funds	\$ 113,800,000
Total Project Costs	\$ 220,850,000

MSG FUNDS PROGRAMMED FOR ANTELOPE VALLEY LINE CAPITAL AND SERVICE IMPROVEMENTS PROGRAM								
METRO BOARD ACTION	FY 19-20	FY 21	FY 22	FY 23	FY 24	FY 25	NEWLY PROGRAMMED	TOTAL PROGRAMMING AMOUNT
4/23/2020	\$ 4,170,961	\$ 2,429,039		\$ 6,150,000			\$ 12,750,000	\$ 12,750,000
4/22/2021					\$ 3,425,000		\$ 3,425,000	\$ 16,175,000
5/26/2022						\$ 3,449,000	\$ 3,449,000	\$ 19,624,000
minus environmental work previously done								\$ (3,060,419)
CURRENTLY AVAILABLE FOR FUNDING AGREEMENT BETWEEN LA METRO AND SCRRRA FOR FINAL DESIGN TO 60%								\$ 16,563,581



ATTACHMENT B

NORTH LOS ANGELES COUNTY Transportation Coalition JPA

December 12, 2022

Ms. Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Wiggins:

RE: Metro Antelope Valley Line Capital and Service Improvements Metro January 2023 Board Item

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC) member agencies: Los Angeles County 5th Supervisorial District, the Cities of Lancaster, Palmdale, and Santa Clarita located in North Los Angeles County, I am pleased to **submit this letter strongly supporting and continuing NCTC JPA funding commitments to the Metro Antelope Valley Line (AVL) Capital and Service Improvements next phase of final design.**

The proposed AVL projects will provide higher frequency, more reliable and convenient rail transit to attract more Metrolink ridership on the AVL and provide relief for the severely congested Interstate 5 and State Route 14 corridors.

The NCTC JPA members **have committed \$113.8M in Measure M tax-payer Multi-Subregional Program (MSP) funds** toward the AVL service improvements implementation and Metro and Metrolink jointly submitted the AVL Capital and Service Improvements SB1 Transit and Intercity Rail Capital Program (TIRCP) and was awarded \$107 million for the four capital projects with a total budget of \$220.85M.

On **April 17, 2023**, as part of the NCTC JPA annual MSP funding update, the NCTC JPA Board will be expected to **program a total of \$36.98M to fully fund the final design phase** of the AVL capital projects. The NCTC JPA Board and Members will reaffirm the **AVL improvement projects as their top transit priority** for the North Los Angeles County subregion.

The combined projects will implement four strategic capital infrastructure improvements along the AVL that will unlock Metrolink's ability to run faster and more frequent service along the 76-mile alignment between the City of Lancaster in North Los Angeles County and Union Station in Downtown Los Angeles, serving



NORTH LOS ANGELES COUNTY Transportation Coalition JPA

rural, suburban, and urban communities including the Cities of Lancaster, Palmdale, Santa Clarita, Sylmar, San Fernando, Burbank, Glendale, and Los Angeles including unincorporated communities such as Acton and Agua Dulce.

Many of these areas offer important concentrations of workforce labor and affordable housing and include disadvantaged communities with higher-than-average transit dependency. The projects will improve service to major employment centers and other regional destinations, including Hollywood Burbank Airport, while accommodating the population and employment growth that is forecasted.

The AVL is the only Metrolink route that operates entirely within LA County, and it is the only high-capacity transit corridor that connects the cities of Lancaster, Palmdale, Unincorporated LA County 5th District, Santa Clarita, Burbank, Glendale, and Los Angeles. The Metrolink corridor runs parallel to the 5 and 14 Freeways, providing critical congestion relief seeking to lower vehicle miles traveled. Due to the mountainous terrain of the northern portion of the AVL, the average speed for this line is approximately 40mph with passenger rail travel time of approximately two hours between Lancaster and LA Union Station (LAUS).

In many ways, the AVL is a model for the current regional rail system, and it will play a critical role in expanding regional mobility, as outlined in the State Rail Plan and Metrolink's SCORE program.

In closing, on behalf of the North Los Angeles County Transportation Coalition JPA members, I am pleased to **submit this letter strongly supporting the Metro Antelope Valley Line Capital and Service Improvements next phase of final design and reaffirm NCTC JPA commitment to program a total of \$36.98M at the April 17, 2023, NCTC JPA Board meeting.**

Sincerely,

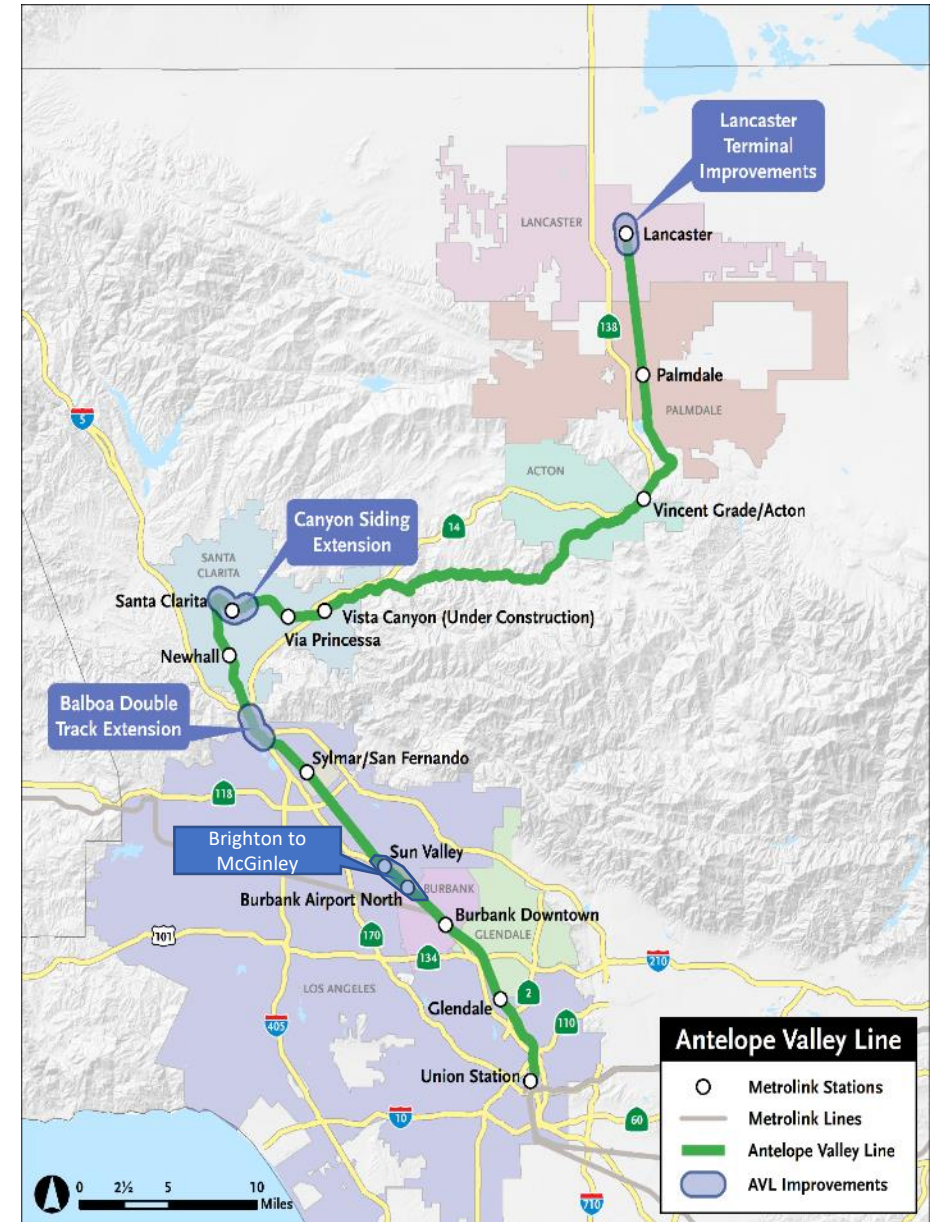
Arthur V. Sohikian
Executive Director

CC: Jim de La Loza, Metro Chief Planning Officer
Jay Fuhrman, Metro Manager, Transportation Planning

Metrolink Antelope Valley Line Capital and Service Improvements

Enables 30-minute bi-directional passenger rail service between LAUS and Santa Clarita Valley and 60-minute bi-directional service between LAUS and Lancaster station including the infrastructure improvements required to provide the increased passenger rail service are:

1. Balboa Double Track Extension
2. Canyon Siding Extension
3. Lancaster Terminal improvements
4. Brighton-McGinley Double Track Extension – cleared by separate environmental process



Background and AVL Program Timeline

- 2019
 - Metro staff completed the AVL corridor study which identified these four capital projects as needed to achieve significantly increased service on the AVL.
 - Metro Board approved Motion 5.1 from Directors Barger, Najarian, Krekorian and Solis which identified these four AVL capital projects as highest priority to attain shovel-ready status and seek grant funding for construction.
 - North County Transit Coalition committed \$107.05M in Measure M MSP sub-regional funds as local match to the TIRCP grant application to construct the four AVL projects.
- 2020
 - Metro awarded \$113.8M in TIRCP funds for the four capital projects.
- 2021
 - Metro completed environmental clearance for the three remaining capital projects.
- 2022
 - Metro advanced Brighton to McKinley to a 90% final design level.
 - Metrolink initiated procurement for design for the three-remaining capital projects.

Next Steps

January 2023	Metrolink Board Action to Approve Funding Agreement for 60% of design
February 2023	Execute Funding Agreement between Metro and SCRRA to Start Final Design
February 2023	Metrolink to Award Contracts for Final Design
April 2023	NCTC and Metro to Program Remaining Funds to Complete Final Design
Spring 2024	Metrolink Complete Final Design



Board Report

File #: 2022-0704, **File Type:** Informational Report

Agenda Number:

PLANNING AND PROGRAMMING COMMITTEE JANUARY 18, 2023

SUBJECT: OFFICE OF INSPECTOR GENERAL CEQA STREAMLINING REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Office of the Inspector General California Environmental Quality Act Streamlining Report and Recommendations.

ISSUE

The California Environmental Quality Act (CEQA) and its federal counterpart, the National Environmental Policy Act (NEPA), require extensive environmental reviews and community outreach for significant capital transportation projects. These laws are often blamed for delays in bringing transit projects to fruition. Construction delays can result in increased costs for a project. Metro has embarked on an ambitious plan to build out its transit network in advance of the 2028 Olympics and beyond, including both mega projects and numerous smaller projects. Expediting the delivery of these projects in a sustainable, environmentally conscientious way is a priority, and Metro is looking at multiple methods for expediting the delivery of these projects. Some Metro Board Members have repeatedly expressed a desire for further review in this area.

One aspect of expedited delivery is through streamlined environmental review. Our review and report focuses on areas where we believe the process can be improved without reducing the integrity of the review.

BACKGROUND

Metro's Office of the Inspector General (OIG) completed substantial work in researching the effects of the California Environmental Quality Act (CEQA) on Metro's ability to plan and build projects and options to streamline the CEQA process. Impact Sciences has supplemented the OIG's work to prepare this report. A total of 31 people were interviewed, including experts outside of Metro, to gain a cross section of perspectives on CEQA concerns. Building on the previous work performed by the OIG, the report includes recommendations for streamlining the environmental process for capital transit projects at Metro.

DISCUSSION

Findings

In order to identify issues, the Impact Sciences team reviewed the interviews conducted by the OIG prior to 2021 and conducted additional interviews in late 2021 and early 2022. Issues identified by interviewees or observed through our research are captured in a table starting on page 18 of the Report. The table includes a general discussion of the issue and a summary of the recommendation. A discussion of recommendations, along with the suggested outline for implementation, is provided in the next section of the report starting on page 27. The identified issues include:

- A. The utility of using exemptions when public outreach is required and the process of getting a statutory exemption is sometimes politicized.
- B. Uncertainty in the CEQA process due to the threat of lawsuits.
- C. Lengthy timeframes for completion of CEQA/NEPA documents.
- D. The impact on a project schedule due to late Project changes due to internal and external needs.
- E. The need for clarity in the roles between the Planning and Environmental Compliance units.
- F. The time it takes to address Final EIR comments.
- G. General concerns about exemptions (i.e., exemptions cannot be used with eminent domain). Interviewees were unclear if a CEQA exemption could be used if NEPA is required.
- H. Difficulties in compliance with mitigations post-approval and avoiding lawsuits.
- I. Modifications due to station changes or consideration of other factors after an EIR is complete may require using another EIR.
- J. Required coordination with other government agencies, particularly the State Historic Preservation Officer (SHPO), may be complicated and cause project delays.
- K. Joint CEQA and NEPA documents are lengthy and time consuming but may reduce risk.
- L. Land acquisition doesn't occur until after the CEQA document is approved.
- M. Perceptions that NEPA compliance is lengthy and challenging affect process strategies.
- N. Whether NEPA delegation for transit projects is advisable and possible.
- O. How finances might dictate decisions that affect operational effectiveness.
- P. The cost for public meetings to achieve CEQA compliance and public support.
- Q. Unions impact on CEQA EIRs.
- R. Whether judges in Los Angeles are well versed in CEQA law and its practical impacts on projects.
- S. CEQA lawsuits related to infill housing threaten to slow project completion.

Recommendations

A variety of strategies and programs were identified to implement a streamlined Metro environmental review process and address and mitigate aspects of many of the identified issues. The recommendations have been organized based on short-term (1-2 years), mid-term (3-5 years), and long-term (5+ years) actions Metro could take.

A. Short-Term Actions - Some short-term actions Metro might consider to improve the CEQA process include:

1. Create a CEQA/NEPA Advisory Team within Metro to advise the agency and all departments on key aspects of CEQA/NEPA compliance and to promote efficiency and good communication/eliminate communication silos.
2. Use in-house technical experts in key areas such as biological resources, cultural resources, and tribal cultural resources with a focus on building relationships with agencies outside of Metro. A NEPA liaison position could also be created to guide NEPA compliance at the agency.
3. Develop technical resources on-call contracts specific to biological and cultural resources as an alternative or in addition to an in-house position to speed consultant access. Metro could benefit from developing these resource areas separate from project contracts. Emphasis should be placed on utilizing small, medium, and disadvantaged businesses for equity advancement.
4. Maximize the use of cross functional teams by encouraging more frequent team meetings among Planning, Environmental Compliance, Real Estate Development, Procurement, Operations, Legal, and Program Management during the project development phase.
5. Take advantage of judicial streamlining options available to the agency under SB 44 and SB 922.
6. Scope CEQA and NEPA documents to ensure the right level of environmental review.
7. Prioritize technical studies to refine the scope of CEQA and NEPA documents.
8. Delineate project options from CEQA alternatives for a tiered approach to reduce the number of alternatives considered within an EIR or NEPA EIS/EA, if applicable.
9. Conduct project related outreach to community-based organizations and the public outside the CEQA process to expand information and maximize public knowledge and support of options.
10. Explore new technology for cataloging comments on EIRs and for sharing environmental documents with the public.
11. Improve staff communication to the Board around cost and schedule implications of Board actions and options.
12. Delegate some CEQA approvals to the Chief Executive Officer.

B. Mid-Term Actions - Some mid-term actions Metro might consider to improve the CEQA process include:

13. Develop an Exemptions Program / Toolkit to guide the agency's approach to exemptions.
14. Create a CEQA Implementation Guide for Metro projects to guide the agency's approach to creating, analyzing, and presenting CEQA documents.
15. Consider adopting Agency specific CEQA thresholds to refine the scope of CEQA documents.
16. Create standard performance-based mitigation measures and/or project design features that can be incorporated into standard design criteria for projects as appropriate.
17. Prepare a comprehensive regional Program EIR to evaluate the buildout of Metro's proposed transit system and allow tiering of individual projects based on shorter schedules.

C. Long-Term Actions - Long-term actions Metro could consider to improve the CEQA process include:

18. Pursue a wider range of exemptions for transit projects to advance climate goals.
19. Consider CEQA document parameters similar to those developed under SB 375 that would

further streamline environmental reviews and provide a more focused legal standard of review.

FINANCIAL IMPACT

There are no specific, direct anticipated financial impacts from the information provided in this report to the agency. While some recommendations would affect the budget by potentially adding staff, the anticipated savings from faster environmental review and mitigating costly construction delays or litigation would make the end result cost neutral in terms of financial impact.

EQUITY PLATFORM

In the OIG's opinion, there are no anticipated equity impacts identified as a result of this informational report. However, some recommendations do address equity concerns directly where warranted.

Recommendation number 3 specifically emphasizes utilizing small, medium, and disadvantaged businesses for equity advancement to develop technical resources for on-call contracts specific to biological and cultural resources as an alternative or in addition to an in-house position. This is consistent with Metro's overall policy with respect to Small Business Enterprises and Disadvantaged Business Enterprises. Use of the recommendations may improve information distribution, and feedback gathering from equity focused communities.

The report also notes under recommendation 9 that while exemptions should be used where appropriate, Metro should still conduct outreach on the project to gain community input and address equity concerns before the Notice of Exemption is filed.

As noted in the report, the use of a program EIR, which is recommendation 17, can provide the advantage of expediting projects for equity focused communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations that the Office of Inspector General has put forward support Metro's Strategic Plan Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization and CEO goals to exercise fiscal discipline to ensure financial stability. The OIG mission includes reviewing expenditures for fraud, waste, and abuse in Metro program, operations, and resources. Our goal is to provide rational, trustworthy information to the Board and support the efforts of Metro management to constantly improve and refine its efforts for the benefit of the public.

NEXT STEPS

Our preliminary review with management regarding the OIG's report and recommendations was generally positive. Management will review and respond to recommendations and implement them as appropriate.


ATTACHMENTS

Attachment A - OIG / Impact Sciences CEQA Streamlining Report and Recommendations

Attachment B - Management Comments

Prepared by: Alan Bennett, Legal Research Specialist, (213) 244-7313

Reviewed/Approved by: Karen Gorman, Inspector General, (213) 244-7337


Karen Gorman
Inspector General



CEQA STREAMLINING REPORT AND RECOMMENDATIONS

**Los Angeles County
Metropolitan Transportation Authority
Office of the Inspector General**

November 2022

Los Angeles County
Metropolitan Transportation Authority
California Environmental Quality Act
Streamlining Report and Recommendations

Prepared for

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Prepared by

Impact Sciences, Inc.
811 W. 7th Street, Suite 200
Los Angeles, CA 90017

November 2022

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EXECUTIVE SUMMARY

This section highlights short-term, mid-term, and long-term actions to help streamline Metro's environmental review process.

EXECUTIVE SUMMARY

Metro's Office of the Inspector General (OIG) has completed substantial work in researching the effects of the California Environmental Quality Act (CEQA) on Metro's ability to plan and build projects, and options to streamline the CEQA process. Impact Sciences has supplemented the OIGs work to prepare this report. A total of 31 people were interviewed, including experts outside of Metro, to gain a cross section of perspectives on CEQA concerns. Building on the previous work performed by the OIG, this report includes recommendations for streamlining the environmental process for transit projects.

A variety of strategies and programs may be implemented to help streamline Metro's environmental review process. The recommendations have been organized based on short-term (1-2 years), mid-term (3-5 years), and long-term (5+ years) actions.

A. Short-Term Actions

1. Create a CEQA/NEPA (National Environmental Policy Act) Advisory Team within Metro to advise the agency and all departments on key aspects of CEQA/NEPA compliance and to promote efficiency and good communication.
2. Use in-house technical experts in key areas such as biological resources, cultural resources, and tribal cultural resources with a focus on building relationships with agencies outside of Metro. A NEPA liaison position should also be created to oversee NEPA compliance at the agency.
3. Develop technical resources on-call contracts specific to biological and cultural resources as an alternative or in addition to an in-house position. Metro could benefit from developing these resource areas separate from project contracts. Emphasis should be placed on utilizing small, medium, and disadvantaged businesses for equity advancement.
4. Maximize the use of cross functional teams by encouraging more frequent team meetings among Planning, Environmental Compliance, Real Estate Development, Operations, Legal and Program Management during the project development phase.
5. Take advantage of judicial streamlining options available to the agency under SB 44 and SB 922.
6. Scope CEQA and NEPA documents to ensure the right level of environmental review.
7. Prioritize technical studies to refine the scope of CEQA and NEPA documents.

8. Delineate project options from CEQA alternatives to reduce the number of alternatives considered within an EIR or NEPA EIS/EA, if applicable.
9. Conduct project related outreach to community-based organizations and the public outside the CEQA process.
10. Explore new technology for cataloging comments on EIRs and for sharing environmental documents with the public.
11. Improve staff to Board communication around cost and schedule implications of Board actions.
12. Delegate some CEQA approvals to the Chief Executive Officer.

B. Mid-Term Actions

13. Develop an Exemptions Program / Toolkit to guide the agency's approach to exemptions.
14. Create a CEQA Implementation Guide for Metro projects to guide the agency's approach to CEQA documents.
15. Consider adopting Agency specific CEQA thresholds to refine the scope of CEQA documents.
16. Create standard performance-based mitigation measures and/or project design features that can be incorporated into projects as appropriate.
17. Prepare a Program EIR to evaluate the buildout of Metro's proposed transit system and allow tiering of future projects.

C. Long-Term Actions

18. Pursue a wider range of exemptions for transit projects to advance climate goals. Consider new CEQA documents similar to those developed under SB 375 that would further streamline environmental reviews and provide a greater legal standard of review.

Each of these actions could shorten the CEQA process incrementally by weeks or months and taken together could reduce the process by a significant period for any particular project. These improvements could also increase confidence in Metro projects which is a factor in funding.



I. INTRODUCTION

The following includes an introductory discussion, background information regarding CEQA, and relevant case studies.

I. INTRODUCTION

A. INTRODUCTION

Metro has embarked on an ambitious plan to build out its transit network in advance of the 2028 Olympics. In February 2019, the Metro Board approved a motion that prioritized funding for four ‘pillar’ fixed guideway projects: Eastside Transit Corridor Extension Phase 2 (Eastside), Green Line Extension to Torrance, Sepulveda Transit Corridor, and West Santa Ana Branch (WSAB) Transit Corridor. In addition to these pillar projects, Metro has numerous other projects under consideration which it hopes to have constructed by or near 2028, including first/last mile improvements and a bus rapid transit (BRT) network. The agency is looking at multiple methods for expediting delivery of these projects. One aspect of expedited delivery is through streamlined environmental review.

Metro’s Office of the Inspector General (OIG) has completed substantial work in researching the effects of California Environmental Quality Act (CEQA) on Metro’s ability to plan and build projects, and options to streamline the CEQA process. Impact Sciences has supplemented the OIG’s work to prepare this report. A total of 31 people were interviewed, including experts outside of Metro, in an effort to gain a cross section of perspectives on CEQA concerns. Building on the previous work performed by the OIG, this report includes recommendations for streamlining the environmental process for transit projects.

The report is comprised of the following sections:

- **Regulatory Context:** This section includes background on CEQA and the National Environmental Policy Act (NEPA), as well as case studies and the current regulatory context.
- **Identified Issues:** A matrix was created summarizing the broad themes of issues that were heard during the interviews conducted by OIG. A framing of the issue is presented along with an overview of recommendations for improvements.
- **Recommendations:** This section builds on the issues identified to provide detailed recommendations for improving and streamlining the environmental review process.
- **Summary of Findings:** This section is a summary of the recommendations for streamlining Metro’s environmental review process.

B. BACKGROUND

National Environmental Policy Act

The National Environmental Policy Action (NEPA), enacted on January 1, 1970, was the first major environmental law in the United States. It established a national policy for the environment and provided for the establishment of the Council on Environmental Quality (CEQ). NEPA requires

federal agencies to assess the environmental effects of proposed major federal actions prior to making decisions. NEPA ensures agencies consider the significant environmental consequences of their proposed actions and inform the public about their decision making.

Section 101 of NEPA sets forth a national policy "to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans." 42 U.S.C. 4331(a). Section 102 of NEPA establishes procedural requirements, applying that national policy to proposals for major federal actions significantly affecting the quality of the human environment by requiring federal agencies to prepare a detailed statement on: (1) the environmental impact of the proposed action; (2) any adverse effects that cannot be avoided; (3) alternatives to the proposed action; (4) the relationship between local short-term uses of the environment and the maintenance and enhancement of long-term productivity; and (5) any irreversible and irretrievable commitments of resources that would be involved in the proposed action. 42 U.S.C. 4332(2)(C).

This report primarily addresses the delivery of major capital projects as they relate to both CEQA and NEPA requirements. NEPA applies to all Metro projects that involve a federal agency action including funding, assisting, conducting or approving projects and programs (while NEPA implementation varies among federal agencies and within the US Department of Transportation, this report assumes Federal Transportation Administration (FTA) as the lead federal agency). Even relatively minor actions may require federal permits, and the process for obtaining the permits can have negative impacts if not considered early in the project development plan.

While FTA serves as the NEPA federal lead with approval authority for Metro projects (in most cases), it is typically Metro (with assistance from consultants) that prepares the NEPA documentation as a project sponsor, however the federal agency is still responsible for compliance. Compliance is conducted through preparation of a Categorical Exclusion (CE), Environmental Assessment (EA), or if a significant environmental effect is anticipated, an Environmental Impact Statement (EIS). Project sponsors, such as Metro may perform the technical studies, conduct outreach, and prepare documentation, but FTA, or other relevant federal agency, maintains responsibility for compliance with NEPA and other relevant environmental laws.

Caltrans serves as the de facto federal lead for NEPA compliance for highway projects as a result of obtaining NEPA Assignment. Caltrans has performed federal responsibilities for environmental decisions and approvals under NEPA for highway projects in California that are funded by the Federal Highway Administration (FHWA). These responsibilities have been assigned to Caltrans by FHWA pursuant to Memoranda of Understanding (MOU) signed by FHWA. These MOUs allow Caltrans to approve CEs, EAs, and EISs. Caltrans monitors its performance of federal NEPA responsibilities and reports to the FHWA to ensure consistency with the practices that were audited

by the FHWA. Caltrans reports to FHWA annually the results of its monitoring reviews. Caltrans environmental documents and files are reviewed to ensure they document federal content and procedural requirements. Caltrans has saved significant time in reviewing and approving its NEPA documents since undertaking NEPA Assignment. A median time savings of 12 months has been achieved in approving draft EAs; 15 months for final EAs (FONSIs); 25 months for DEISs; and 124 months for FEISs.¹ Similarly, the California High Speed Rail Authority has obtained NEPA assignment status from the Federal Railroad Administration (FRA).

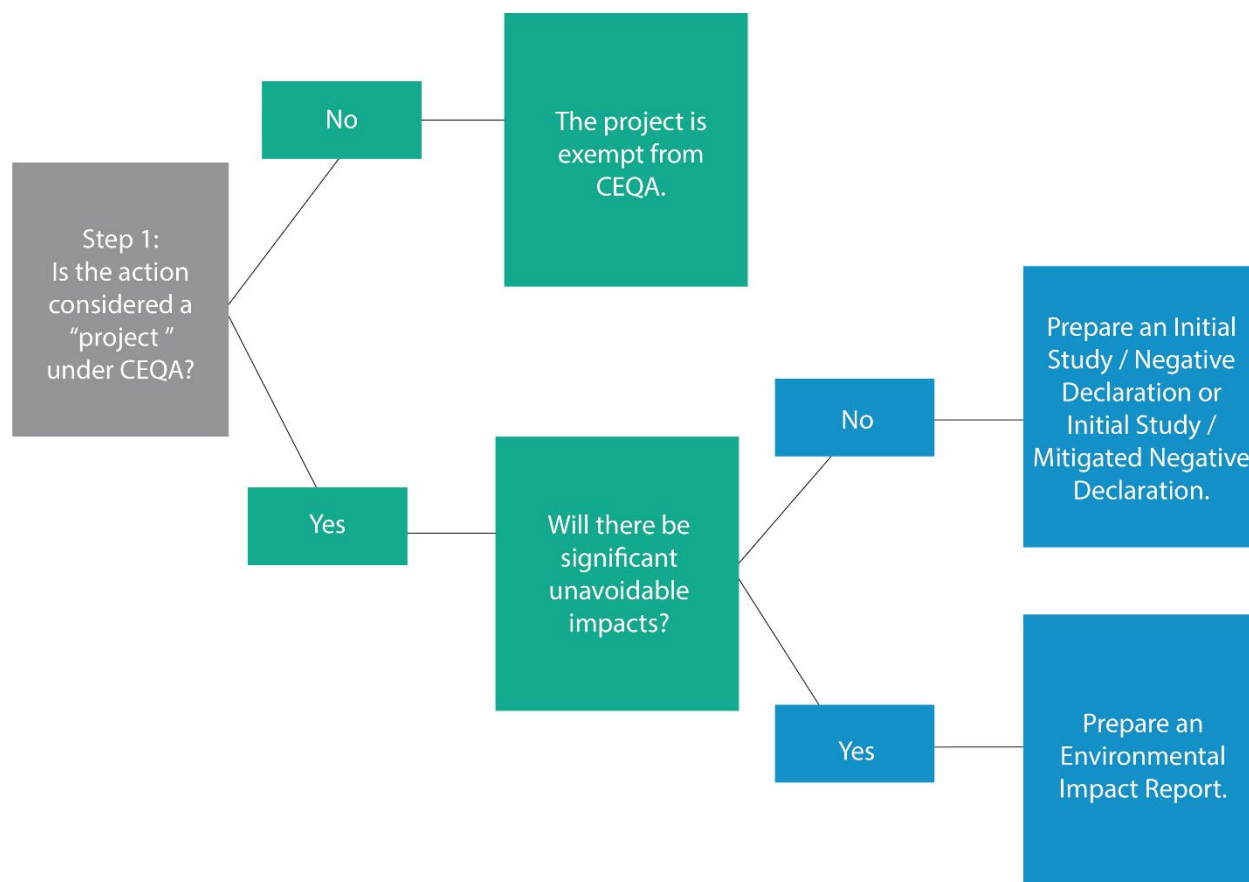
California Environmental Quality Act

CEQA was enacted in 1970 to protect the environment and provide for public input into projects. The intent of CEQA is not to stop development, but to make sure development and projects do not harm the environment or that negative/harmful impacts are mitigated. Under CEQA, “environment” is defined as the physical conditions that exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, or objects of historic or aesthetic significance. It should be noted that even where negative impacts to the environment cannot be mitigated, CEQA still allows a project to move forward if there are “overriding concerns” such as the benefit to the public and community which outweigh the harm to the environment. CEQA has been amended several times since 1970. The *CEQA Guidelines* Section 15002 relates to the intent of CEQA and the *CEQA Statute and Guidelines* guide implementation of CEQA.

CEQA applies to Metro projects that may have a direct or foreseeable indirect impact on the environment. Compliance with CEQA is usually undertaken in a three-step process. In the first step, the lead agency determines if the action being considered is a “project” under CEQA.² If the action is deemed to be a project, the lead agency then determines if the project is exempt from CEQA. If the project is not exempt from CEQA, the lead agency determines whether the project is likely to result in a significant impact on the environment that cannot be mitigated to a less than significant level (often by completing an Initial Study). If the answer to that question is yes, the lead agency must prepare an Environmental Impact Report (EIR). If it is no, they may prepare an Initial Study / Negative Declaration (IS/ND) or Initial Study / Mitigated Negative Declaration (IS/MND).

¹ Caltrans. *NEPA Assignment Fact Sheet*. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/nepa-factsheet-q60-a11y.pdf>, accessed August 23, 2022..pdf

² Metro is typically the Lead Agency for Metro projects undergoing CEQA review, meaning the Metro Board of Directors will take action on the project and approve or certify the environmental document



Metro works with consultants and other agencies to prepare the environmental documents. Depending on the project, Metro will prepare an Exemption, ND/MND, or EIR, (collectively referred to as the CEQA document). The CEQA document identifies the environmental impacts and, where appropriate, mitigation measures to reduce the impact. The public is involved in the process and is given notice of the availability of the CEQA document. This notice is used to inform the public of the project and seek comments from agencies and the public through various public outreach opportunities (i.e., public hearings, submittal of written comments, electronic forms, etc.). As the lead agency for transit projects, the Metro Board reviews and approves the CEQA documents. Caltrans is the CEQA lead agency for highway projects.

In general, CEQA has more stringent requirements than NEPA. Under CEQA, if the decision-making agency proceeds with a project that has unavoidable significant impacts, the decision-making agency must prepare a Statement of Overriding Considerations documenting how the benefits of the action being taken outweigh the negative environmental impacts. Additionally, CEQA requires the preparation of a Mitigation Monitoring and Reporting Program (MMRP) to ensure that mitigation measures are enforced. Under NEPA, there is no requirement for an agency to justify an action that has a negative impact on the environment, nor are mitigation measures required or monitored. While many of Metro's major projects require both CEQA and NEPA compliance, either simultaneously or with CEQA compliance followed by NEPA, the use of Measure M and R funds put

Metro is in a unique position to fund projects solely with local funding, thus eliminating the need to undergo NEPA compliance. Given the sometimes duplicative requirements of both CEQA and NEPA, this process can be lengthy and onerous. Other state agencies must also contend with overlapping state environmental and NEPA reviews. Some agencies have developed procedures to facilitate a more streamlined review such as aligning state requirements with NEPA and preparing a NEPA EIS that includes state requirements to avoid duplication. The following section examines approaches used by two other agencies to conduct federal and state environmental reviews.

C. CASE STUDIES

Washington State Environmental Policy Act, Washington State Department of Transportation

The Washington State Department of Transportation (WSDOT) is responsible for the planning, development, and construction of state transportation projects, and is the lead agency for transportation projects subject to Washington State Environmental Policy Act (SEPA) and NEPA. In 2016, WSDOT issued a report detailing the issues, laws, and regulations that relate to streamlining review processes for SEPA and NEPA reviews. The report concluded that in general, WSDOT has been successful in streamlining environmental reviews.

Large complex transportation projects can use a combined NEPA/SEPA process to ensure there is little duplication. WSDOT can choose to use NEPA requirements in lieu of SEPA review. In general, SEPA requirements are less strict than NEPA requirements and state exemptions have been aligned to ensure that projects that are categorically exempt from NEPA can be exempt from SEPA without supplemental state requirements.

In practice, SEPA allows agencies to reduce duplication by using existing environmental documents. When a detailed EIS is prepared pursuant to NEPA, that EIS can be used in lieu of a separate SEPA EIS. WSDOT prepares NEPA and SEPA documents for state transportation proposals and issues joint NEPA/SEPA EISs.

Furthermore, WSDOT has an agreement with FHWA and can act as FHWA's signature authority when they are the lead agency for the NEPA review of certain highway project actions.

Finally, when future funding is undetermined, or projects are initiated without federal funding, but could receive funding or require an unexpected federal approval later in the design process that would trigger a NEPA review, WSDOT typically follows NEPA guidelines from the start and thereby avoid delays during the project planning development phase, as NEPA requirements are generally stricter than SEPA requirements.

New York State Environmental Quality Review Act

Compared with NEPA, New York's State Environmental Quality Review (SEQR) impact thresholds are similar or more stringent. The threshold SEQR is "*may* cause an adverse environmental impact." Additionally, even if a project is subject to review under NEPA, the project must still satisfy the requirements of SEQR.

The State has made efforts to streamline environmental reviews. State and federal environmental review can be coordinated to avoid duplication. A coordinated SEQR/NEPA review can include joint procedures on environmental assessments, scoping and EISs, public hearings, and public notices. An EIS prepared for NEPA can be used as a basis for SEQR findings. However, several topics must be included in the NEPA EIS to satisfy SEQR. Lead agencies can request that they be added to the NEPA EIS at the beginning of the process, or a SEQR lead agency may prepare a supplemental EIS.

Additionally, like NEPA, SEQR classifies actions as Type I, Type II, or Unlisted to categorize projects that may be eligible for an environmental review exemption, similar to Categorical Exemptions. Type I generally includes large projects that may have significant adverse impacts and are not exempt. Type II includes smaller projects that are exempt from SEQR. Unlisted activities include all actions that are not Type I or II. In 2018, the State increased the number of projects that can be classified as Type II, thereby reducing the burdens of environmental review for small projects.

Lessons Learned

While CEQA differs from other state environmental reviews, Metro can implement similar processes and procedures to better coordinate CEQA and NEPA reviews and avoid duplication. This report discusses several approaches that could be used to streamline environmental review when both CEQA and NEPA are required. Unlike Washington State law, CEQA is stricter than NEPA (i.e., a lower impact threshold for most categories), therefore, using the state process to inform the NEPA process (like the New York approach) is one way to streamline review. This would need to be undertaken through coordination with the FTA or other relevant federal agency. An MOU or agreement with the FTA, like Washington's approach, could outline how integration should occur. Metro is currently considering NEPA assignment which would create a similar structure to Washington (i.e., having Metro as the lead for federal projects). Further, more clear alignment between CEQA and NEPA, like New York's approach, could be achieved through modifications to CEQA at the state level.



II. REGULATORY CONTEXT

This section includes background on CEQA and the National Environmental Policy Act, as well as case studies and the current regulatory context.

II. REGULATORY CONTEXT

A. NATIONAL

Executive Order 13807

On August 15, 2017, President Donald J. Trump signed Executive Order (EO) 13807: Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects. EO 13807 addresses the need for a coordinated, predictable, and transparent Federal environmental review. To accomplish this, EO 13807 establishes several tools, including the One Federal Decision (OFD), where a designated lead Federal agency works with other relevant cooperating Federal agencies to complete a single record of decision. Additionally, each major infrastructure project will have a permitting timetable for environmental reviews and authorizations, and agencies will be held accountable to those timetables through performance measures and financial penalties. The aim is to provide greater predictability to project sponsors. Finally, the order establishes an average two-year goal across all agencies to process environmental reviews and authorizations for major infrastructure projects.

Executive Order 13990

On January 20, 2021, President Joe Biden issued Executive Order 13990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis," which declared the Administration's policy to listen to the science; to improve public health and protect the environment; to ensure access to clean air and water; to reduce greenhouse gas emissions; to bolster resilience to the impacts of climate change; and to prioritize both environmental justice and the creation of the well-paying union jobs necessary to deliver on these goals. EO 13990 directs federal agencies to immediately review and take action to address the federal regulations and other actions during the last four years that conflict with the national objectives and to immediately commence work to confront the climate crisis. Council on Environmental Quality (CEQ) was directed to review CEQ's 2020 regulations implementing changes to NEPA procedures and identify necessary changes or actions to meet the objectives of EO 13990.

Executive Order 14008

On January 27, 2021, President Biden signed Executive Order 14008, Tackling the Climate Crisis at Home and Abroad. EO 14008 sets forth the Biden administration's policies to address climate change through both foreign and domestic policies and demonstrates the administration's intent to make addressing climate change a top priority for nearly every department and agency of the federal government. EO 14008 follows and expands on EO 13990. In line with these EO directives, CEQ is reviewing the 2020 NEPA regulations to identify necessary revisions to comply with the law; meet the environmental, climate change, and environmental justice objectives of EOs 13990 and

14008; ensure full and fair public involvement in the NEPA process; provide regulatory certainty to stakeholders; and promote better decision making consistent with NEPA's statutory requirements.

NEPA Implementing Regulations

On October 7, 2021, CEQ proposed a two-phase rulemaking process to modify certain regulations for implementing NEPA to generally restore regulatory provisions that were in place prior to the 2020 Final Rule³ and reflect Biden administration's Executive Orders 13990 and 14008.

Phase 1 has been finalized and includes provisions related to "purpose and need." The statement of purpose and need in an environmental impact analysis shapes the range of alternatives to be considered by an agency (and thereby limits or expands the scope of the federal environmental review). Agencies will now be able to modify the purpose and need of their action without being constrained by the applicant's goals. The ruling clarifies that CEQ regulations are a floor, not a ceiling, and agencies can develop their own approaches. The ruling also reinstates the 1978 definitions of "direct effects," "indirect effects," and "cumulative effects." The CEQ proposes to eliminate language that directed agencies not to consider effects as significant when the effects are "remote in time, geographically remote, or the product of a lengthy causal chain," which will allow agencies to consider climate change and environmental justice impacts if they are "reasonably foreseeable."

Phase 2 will include broader changes to the NEPA regulations to align with the Biden administration's environmental, climate change, and environmental justice objectives.

Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) also referred to as the Bipartisan Infrastructure Law (BIL). The Act amends United States Code to provide permanent NEPA streamlining provisions to the federal permitting and environmental review process for "major projects" as defined under NEPA, (One Federal Decision). The OFD streamlining provisions effectively decrease the federal permitting timeline for infrastructure projects by requiring: 1) federal agencies to coordinate immediately and create a joint project schedule; 2) one agency to lead the NEPA process; 3) the lead agency to invite other agencies to participate in the environmental review within 21 calendar days instead of the prior time limit of 45 calendar days; 4) agencies to work at the same time and not wait in turn; 5) the NEPA review process to be completed within two years from the publication of the notice of intent, pursuant to a schedule developed by the lead agency; 6) the generation of a readable review document with a

³ The 2020 Final Rule comprehensively updates, modernizes, and clarifies the regulations to facilitate more efficient, effective, and timely NEPA reviews by Federal agencies in connection with proposals for agency action.

200-page limit for the alternatives analysis portion of an EIS; and 7) the production of a timely “record of decision” within 90 days of the agencies’ issuance of the final EIS.

Expedited Project Delivery Pilot Program – Section 3005(b)

The Expedited Project Delivery (EPD) Pilot Program, authorized by Section 3005(b) of the Fixing America’s Surface Transportation Act (FAST Act), is aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects. These projects must utilize public-private partnerships, be operated and maintained by employees of an existing public transportation provider and have a federal share not exceeding 25 percent of the project cost. Eligible projects are new fixed guideway capital projects, small start projects, or core capacity improvement projects that have not entered into a full funding grant agreement with FTA. The law defines these types of eligible projects for the EPD Pilot Program in a manner similar to FTA’s Capital Investment Grants (CIG) program.

On March 28, 2022, U.S. Transportation Secretary Pete Buttigieg announced the FTA is recommending \$4.45 billion in Fiscal Year (FY) 2023 to advance new rail and bus rapid transit projects for first-time funding and to continue funding for projects with existing construction grants through the Capital Investment Grants (CIG) Program and EPD Pilot Program. The announcement included the selection of two initial projects under the EPD Pilot Program, including the recommendation of \$250,000,000 for Metro’s West San Fernando Valley Transit Corridor Phase 1 Project.

B. STATE

Senate Bill 375

In 2008, the California Legislature adopted SB 375, which (1) relaxes CEQA requirements for some housing projects that meet goals for reducing greenhouse gas (GHG) emissions and (2) requires the regional governing bodies in each of the State’s major metropolitan areas to adopt, as part of their regional transportation plan, sustainable community strategies that will meet the region’s target for reducing GHG emissions. SB 375 creates incentives for implementing the sustainable community strategies by allocating federal transportation funds only to projects that are consistent with the emissions reductions.

Local governments are then to devise strategies for housing development, road-building and other land uses to shorten travel distances, reduce vehicular travel time, and meet the new targets. If regions develop these integrated land use, housing, and transportation plans, residential projects

that conform to the sustainable community strategy (and therefore contribute to GHG reduction) can have a more streamlined environmental review process.⁴

SB 375 strongly links the co-location of transit and housing as a means for meeting the State's aggressive climate goals. SB 375 allows streamlined CEQA review of certain types of projects including full exemptions when projects are located near an existing or planned transit station. The streamlined CEQA documents also benefit from the higher legal standard of review (i.e., substantial evidence standard). In practice, because SB 375 allows for streamlining of projects near an existing or planned transit station, housing is being constructed before the transit. As discussed later in this report, using similar exemptions to construct transit (which is lagging housing) is one method of streamlining environmental review.

Senate Bill 288⁵

In 2020, Governor Gavin Newsom signed Senate Bill 288 to amend CEQA to streamline the environmental review of sustainable transportation alternatives and related infrastructure. Specifically, Senate Bill (SB) 288 exempts the following projects from CEQA review as a categorical exemption: (i) specific transportation-related projects, including bus rapid transit projects, light rail service projects, construction or maintenance of charging or refueling stations for zero-emission buses; (ii) projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians; (iii) city or county projects designed to minimize parking requirements; and (iv) similar transportation oriented projects. The bill sunsets in 2023 but was extended with the passage of SB 922.

Senate Bill 44

On October 7, 2021, Governor Newsom signed Senate Bill 44, which established specified procedures for the environmental review for an environmental leadership transit project within the County of Los Angeles in preparation for the 2028 Summer Olympic and Paralympic Games and the increased need for public transit. The bill defines an environmental leadership project as a fixed guideway project that:

- Operates at zero emissions.
- For projects more than two miles in length, the project reduces emissions by no less than 400,000 metric tons of greenhouse gases directly in the corridor, without using offsets.

⁴ California Legislative Information, *SB-375 Transportation planning: travel demand models: sustainable communities strategy: environmental review*. Available online at: https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=200720080SB375, accessed May 6, 2022.

⁵ California Legislative Information, Public Resources Code – PRC Division 13. Environmental Quality [21000 - 21189.70.10]. Available online at: https://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21080.25&lawCode=PRC, accessed May 6, 2022.

- If the project is no more than two miles in length, the project reduces emissions by no less than 50,000 metric tons of greenhouse gases directly in the corridor, without using offsets.
- The project reduces no less than 30,000,000 vehicle miles traveled in the corridor.
- For projects in Los Angeles County, the project needs to be consistent with the Southern California Association of Governments' Regional Transportation Plan/ Sustainable Communities Strategy.
- The project applicant demonstrates sustainable infrastructure through LEED or Envision.

The bill requires the Judicial Council to adopt procedures requiring review or approval of the EIR for the first seven environmental leadership transit projects, and the resolution of any appeals within 365 days.⁶ The EIR for any project wishing to take advantage of SB 44 must include specific language from the bill in the appendix clearly stating the intent to use SB 44. This bill sunsets on January 1, 2025. To date, no Metro projects have used this process.

Senate Bill 922

Senate Bill 922, Jumpstarting Sustainable Transportation, modifies the provisions and eliminates the sunset in SB 288 (Wiener, 2020) to ensure California can create an equitable and sustainable transportation system without unnecessary delays. SB 922 extends statutory exemptions to CEQA for transportation projects that significantly advance the state's climate, public safety and public health goals, reducing the associated cost and time burdens.⁷

SB 922 also modifies the types of projects eligible for streamlining. Specifically, projects that apply must now meet one of the following requirements:

- Make streets safer for walking and biking;
- Speed up bus service on streets;
- Make it possible to run bus service on highways;
- Expand carpooling options;
- Build new or modernize old light rail stations;
- Support parking policies that reduce drive-alone trips & congestion; or
- Improve wayfinding for people using transit, biking, or walking.

Additionally, to ensure that the exemption is not misapplied to projects with detrimental impacts, these projects must also:

- Be located in an existing public right of way;

⁶ California Legislative Information, *SB-44 California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects*. Available online at: https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB44, accessed May 6, 2022.

⁷ Governor's Office of Planning and Research. *CEQA Review of Sustainable Transportation Projects Technical Advisory*. 2021. Available online at: https://www.opr.ca.gov/docs/20210709-Sustainable_Transportation_TA.pdf, accessed May 4, 2022.

- Not add new auto capacity;
- Not demolish affordable housing; and
- Use a skilled and trained workforce or have a project labor agreement in place.

SB 288 has been used by many agencies across the state to streamline projects. Transit agencies, including the San Francisco Municipal Transportation Agency, the Los Angeles Department of Transportation, AC Transit, and CalTrain, have invoked this streamlining. Other transit agencies that have made use of SB 288 include: Yuba-Sutter Transit, Tahoe Transportation District, Napa Valley Transportation Authority, Santa Rosa CityBus, Fairfield and Suisun Transit, Monterey-Salinas Transit District, Culver City CityBus, Long Beach Transit, and Riverside Transit Authority. Streamlined projects include protected pedestrian walkways and bike lanes, bus rapid transit projects, electric vehicle charging for buses, and more.

If implemented by Metro, SB 922 could help speed up approvals for its bus rapid transit and active transportation programs. Specifically, Metro has identified the following as the top five candidates eligible for Measure M Countywide BRT program funds, including: Atlantic Blvd (East Los Angeles Gold Line terminus to Downtown Long Beach), Broadway (Little Tokyo Gold Line Station to Imperial Highway), Cesar Chavez/Sunset (Atlantic Blvd via Vermont/Los Feliz/Central to Broadway), La Cienega (Santa Monica Blvd via Obama/Jefferson to Slauson), and Venice Blvd (Pacific Avenue via Flower Street to 7th Street). SB 922 could allow for exemptions under CEQA for these projects.

Further (as described below) SB 44 creates a statutory exemption rather than a new categorical exemption. This is important because categorical exemptions still require supporting documentation to ensure the project meets the requirements of the exemption while statutory exemptions do not.

CEQA Exemptions

Exemptions under CEQA can help agencies save time and money in processing qualifying projects, including both public projects undertaken by the agency itself and private development projects. However, the improper application of an exemption to a project deprives decision makers and the public of information about project impacts. It also exposes the lead agency to delays in project implementation if, as a result of a successful legal challenge, the agency is ordered to rescind its approvals and re-start the environmental review process for the project.

Types of Exemptions Relevant to Transportation Projects

There are three main types of CEQA exemptions:

Statutory Exemptions: Statutory exemptions are projects specifically excluded from further CEQA consideration as defined by the State Legislature (PRC § 21080 et seq). A statutory exemption

applies to any given project that falls under its definition, regardless of the project's potential impacts to the environment.

The *CEQA Guidelines* include a statutory exemption for certain types of transportation projects under PRC § 21080(b)(10), (11), (12) General Statutory Exemptions.⁸ 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 modernization of existing stations and parking facilities, such as upgrading the lighting, appearance, technology, and accessibility to increase ridership experience. For purposes of this paragraph, "highway" shall have the same meaning as defined in Section 360 of the Vehicle Code.
- A project for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities.
- Facility extensions not to exceed four miles in length which are required for the transfer of passengers from or to exclusive public mass transit guideway or busway public transit services.

Categorical Exemptions: Categorical exemptions are made up of classes of projects that generally are considered not to have significant impacts on the environment. Categorical exemptions are identified by the State Resources Agency and are defined in the *CEQA Guidelines* (14 CCR Section 15300-15331). Unlike statutory exemptions, categorical exemptions have exceptions. Therefore, Metro must first determine if the project is subject to one of the exceptions to the exemption.

CEQA Guidelines Sections 15301 to 15333 provide a list of exemptions to CEQA (known as classes). The Secretary of the California Resources Agency has determined that the projects in these classes do not have significant effect on the environment, and therefore are categorically exempt from CEQA. However, there are exceptions to the exemptions, outlined in *CEQA Guidelines* Section 15300.2.

First, Classes 3 (new construction of small structures), 4 (minor alterations to the land), 5 (minor alterations of the land in limited uses), 6 (information collections), and 11 (accessory structures) are qualified by consideration of where the project is to be located. A project that would ordinarily be insignificant in its impact on the environment may, in a particularly sensitive or hazardous area, be significant.

⁸ California Legislative Information, Public Resources Code – PRC Division 13. Environmental Quality [21000 - 21189.70.10]. Available online at: https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=21080, accessed May 6, 2022.

Second, all classes of exemption are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant -- for example, annual additions to an existing building under Class 1.

Third, a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

CEQA Guidelines § 15301. Existing Facilities (“Class 1”)

Class 1 is noted here as it is the most likely to be used for Metro projects. Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Existing facilities include existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities⁹ and therefore covers projects such as:

- a. Road grading for the purpose of public safety
- b. Addition of bicycle facilities, including but not limited to:
 - i. bicycle parking
 - ii. bicycle-share facilities
 - iii. bicycle lanes
- c. Transit improvements such as bus lanes
- d. Pedestrian crossings
- e. Street trees
- f. Other similar alterations that do not create additional automobile lanes

Note: The Class 1 Categorical Exemption, like all categorical exemptions, is limited by the exceptions contained in *CEQA Guidelines* § 15300.2.

Common Sense Exemptions: Even if an action or project does not fall within any statutory or categorical exemption, if it can still be seen with certainty that there is no possibility that the activity may have a significant impact on the environment, the common sense exemption (formerly the “general rule”) applies. According to the *State CEQA Guidelines*, “Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA” [*State CEQA Guidelines* Section 15061(b)(3)]. A lead

⁹ The types of ‘existing facilities’ listed are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion.

agency's determination that the common sense exemption applies must be supported with evidence.¹⁰

Agency Specific CEQA Thresholds of Significance

Lead agencies have discretion to formulate their own thresholds of significance for what constitutes a significant impact in CEQA. Lead Agencies can set thresholds on a project-by-project basis, or they can adopt thresholds to be consistently applied to all projects.¹¹ While many agencies have adopted specific thresholds for vehicle miles traveled (VMT)—as required by Office of Planning and Research (OPR)—agencies are under no obligation to use Appendix G thresholds for projects. As an example, the County of Ventura includes several additional thresholds beyond what is included in the CEQA Appendix G Guidelines, such as whether a project will interfere with existing bus transit facilities, or cause demand for additional bus transit.¹² Metro currently uses Appendix G thresholds (sometimes modified) to analyze project impacts.

Thresholds established for general use by a lead agency must be adopted by ordinance, resolution, rule, or regulation; be subjected to public review; and be supported by substantial evidence (*State CEQA Guidelines* § 15064.7(b)). Thresholds used only for a specific project are not required to be adopted by ordinance or other formal means. However, “[w]hen using a threshold, the lead agency should briefly explain how compliance with the threshold means that the project’s impacts are less than significant” (*State CEQA Guidelines* § 15064(b)(2)). Further, where appropriate, thresholds should be dynamic and flexible to account for application in different settings (rural vs. urban) and site-specific conditions. Before adopting thresholds, agencies should review relevant case law.

¹⁰ CEQA Portal Topic Paper, *CEQA Exemptions*. February 2020
<https://ceqaportal.org/tp/CEQA%20Exemptions%20Paper%202020%20Update.pdf>

¹¹ California Association of Environmental Professionals. *CEQA Portal Topic Paper: Thresholds of Significance*. Available online at: https://ceqaportal.org/tp/CEQA%20Portal%20Topic%20Paper_Thresholds%20of%20Significance_2020%20Update.pdf, accessed May 4, 2022.

¹² Ventura County. *Initial Study Assessment Guidelines*. Available online at: <https://s29422.pcdn.co/wp-content/uploads/2020/06/VMT-Draft-for-Public-Review-Clean-Version.pdf>, accessed May 4, 2022.



This section includes a matrix summarizing the broad themes of issues that were heard during the interviews conducted by OIG. A framing of the issue is presented along with an overview of recommendations for improvements.

III. IDENTIFIED ISSUES

The Impact Sciences team reviewed the interviews conducted by the OIG prior to 2021 and conducted additional interviews in late 2021 and early 2022 to supplement earlier work. Each identified issue, as stated by interviewees or observed through our research, is first stated in the table below, followed by a general discussion of the issue and a summary of the recommendation. Full recommendations, along with the outline for implementation, are provided in the next section.

Identified Issues	Discussion and Recommendations
Primary Issues	
<p>A. Interviewees questioned the utility of exemptions for the following reasons:</p> <ul style="list-style-type: none"> Public outreach is required Concern the Metro Board or public would think Metro was not following the correct process The process of getting a statutory exemption is political 	<p>Exemptions are intended to save time and cost related to CEQA compliance for certain activities and projects, including those that the California Legislature or the California Secretary of Natural Resources determined would not have a significant impact on the environment. When a project fits within one of the specified categorical or statutory exemptions, the lead agency need not prepare an Initial Study or any other CEQA document.</p> <p>When a lead agency determines that a project is exempt from CEQA (CEQA Guidelines 15061), a Notice of Exemption (NOE) may be prepared and filed by a lead agency after it has decided to carry out or approve a project. The NOE allows public input but shortens the overall timeframe of the CEQA document. Metro should still conduct outreach on the project to gain community input and address equity concerns before the NOE is filed.</p> <p>The Board Members and representatives interviewed widely supported exemptions and encouraged Metro to use them more frequently (in combination with robust public outreach).</p> <p>Statutory exemptions (CEQA Guidelines 15260) are certain projects the legislature has deemed to be exempt from CEQA whether or not they have the potential to have an impact on the environment. SB 922 is one example of a widely supported statutory exemption that can be used by Metro. Several other categorical exemptions are available and could be used. It should be noted that projects associated with the 1980 Summer Olympics received a statutory exemption under CEQA. See CEQA Guidelines 15272.</p> <p>Note, in our research we were not provided with a list of projects Metro is considering for exemptions.</p> <p>Recommendation</p> <p>Metro should develop an Exemptions Program/Toolkit (see IV.B) that details how and when public participation occurs with exemptions. Any equity concerns with reducing opportunities for public input should also be addressed. The Toolkit could provide benefits to both Metro staff, consultants, elected officials, project partners and the general public to better understand project delivery requirements that impact schedule and cost by providing a clear process for using exemptions.</p>

Identified Issues	Discussion and Recommendations
	<p>Having guidelines for when and how to prepare exemptions will increase their use across the agency. See IV.B for discussion of developing an Exemptions Toolkit as well as IV.A for using public outreach when preparing an exemption.</p> <p>Lastly, the success of SB 922 shows there is support at the legislature for CEQA streamlining. Metro should pursue CEQA streamlining tools, and not only exemptions. Streamlined documents like those prepared under SB 375 for mixed use projects can also speed up the CEQA process and provide more robust legal coverage.</p>
<p>B. Uncertainty in the CEQA lawsuit process makes CEQA compliance frustrating</p>	<p>CEQA-related uncertainty can come in the form of legal challenges, mitigation costs and unanticipated finds (e.g., buried cultural resources, endangered species) among others. Although CEQA cases are expedited by the courts, the timeline for when a case will be heard can be up to a year. Multiple appeals also cause delays.</p> <p>Recommendation</p> <p>Robust community outreach, and a carefully maintained Administrative Record (See IV.A) can help reduce uncertainty in the legal process. A well prepared CEQA document is the best defense. Metro should create a CEQA Implementation Guide (IV.B) for internal use by staff and consultants that provides guidance on how to properly prepare the Administrative Record. The Exemptions Toolkit, Agency Specific CEQA Thresholds and a Program EIR (See IV.B) can also help reduce uncertainty by providing clear processes and more legal cover for controversial projects.</p>
<p>C. Lengthy timeframe for CEQA/NEPA documents</p>	<p>The timeframe for an EIR can be 12-18 months and for an EIS can be double. Careful scoping of the environmental document can reduce the timeframe significantly.</p> <p>Recommendation</p> <p>Carefully weigh the need for and benefits of a preparing a CEQA document first versus a joint CEQA/NEPA document. Factors to consider include project goals, risks and uncertainties (e.g., project priority and complexity, schedule, funding needs/sources, project alignment and stations certainty, construction phasing likelihood, elected official involvement potential, public controversy). It is noted that recent regulatory changes (e.g., One Federal Decision) minimize the EIS schedule to 24 months and add page limits which may reduce schedule and cost.</p> <p>For most projects, Metro should focus on preparing the CEQA document and related technical studies first. Within this report we refer to this as the 'CEQA First' approach. CEQA First is particularly important when considering if an EIS is needed. By preparing the technical studies and CEQA document first, substantial time savings can be realized if it is determined an EA under NEPA can be prepared instead of an EIS.</p> <p>Other time saving approaches for CEQA include use of exemptions where appropriate (See IV.B), conducting public outreach outside of the required CEQA public review periods (IV.A), limiting extension of public review periods, conducting Tribal/State Historic Preservation Officer coordination upfront, and considering MOUs with Caltrans. All of these approaches are discussed throughout this report.</p>

Identified Issues	Discussion and Recommendations
<p>D. Project changes because of internal and external needs end up delaying the CEQA process.</p>	<p>Two recent examples include WSAB and Eastside Transit Corridor. The WSAB EIR was before the Metro Board when a request was made to study an additional station as part of the EIR.¹³ The addition of a new station has the potential to require recirculation of the EIR resulting in delays to the project. Board members must balance the desires of their constituents with the additional time and cost impacts delay will cause on a project.</p> <p>For Eastside, the project was proceeding on a CEQA only route (using Measure M funds). Funding sources that could not have been foreseen (Covid funds) became available for the project. As a result, NEPA needed to be followed. In this case, subsequent Board reports indicated the need to comply with NEPA did not result in a substantial delay as many of the existing reports could be used for NEPA. Metro staff acted nimbly to identify an opportunity immediately.</p> <p>Recommendation</p> <p>Close coordination with the Board, and detailed information regarding potential schedule and cost implementations, are critical. Board members indicated they do not always get sufficient information about schedule and cost implications of their actions. (See IV.A)</p> <p>Careful scoping and phasing of documents (i.e., CEQA First) should also be considered before a joint document is undertaken. The minimal delay to Eastside as a result of required federal funding supports focusing on the CEQA document rather than assuming a joint CEQA/NEPA document is preferred.¹⁴</p> <p>Creating a schedule that accounts for the likelihood of Board involvement and time to address Board requests (including changes to the project) will better manage expectations.</p> <p>Recommend a risk register and/or a more robust discussion of project risks in Board reports.</p>
<p>E. Lack of clarity in the roles between the Planning and Environmental Compliance</p>	<p>The general understanding of Metro's organization is the Planning Department leads large projects (i.e., WSAB, Eastside, etc.) through the CEQA and NEPA process and then hands off the construction and operation environmental work, such as mitigation monitoring and add-on environmental (supplemental EIRs, Addenda, etc.) to the Environmental Compliance group. Planning indicated cross-functional project teams include representatives from Environmental Compliance; however, the level of involvement across departments is not standardized.</p> <p>Recommendation</p> <p>Close coordination with Planning and the Environmental Compliance group during project scoping and environmental review may lead to substantial time and cost savings. Review of project features that could avoid/minimize impacts and mitigation measures in advance of the EIR or use of agreed upon standard project features that could avoid/minimize impacts and mitigation measures will ease compliance issues post adoption. (See IV.A)</p>

¹³ CEQA requires an agency consider the 'whole of the action' therefore, separating portions of a project to analyze them separately can result in a piecemealing claim by opponents.

¹⁴ However, if the CEQA document is certified prior to the start of NEPA, there would likely be negative implications to the schedule.

Identified Issues	Discussion and Recommendations
<p>F. Addressing Final EIR comments takes time.</p>	<p>Due to the volume of EIR comments, logging comments and responding to them takes a considerable amount of time. Further, many of the letters are limited to few issues. A major concern for Final EIRs is the time required to log the comments and making sure all comments are addressed in a CEQA-compliant manner.</p> <p>Recommendation</p> <p>Metro should review its process for organizing EIR comments. Project and EIR comments should be separated and responded to by different project team members, and master or topical responses should be used to reduce the number of individual responses. Lastly, Metro should explore options for software that can quickly log and categorize comments. Consideration should also be given to new technology that can better convey project environmental documents to the public. Providing more reader friendly and accessible (i.e., mobile device compatible) documents can help the general public understand the documents and where/how input can best be provided.</p>
<p>G. Other General Concerns about Exemptions:</p> <p>Exemptions cannot be used with eminent domain.</p> <p>Interviewees were unclear if a CEQA exemption could be used if NEPA is required.</p>	<p>Metro frequently uses eminent domain on projects, in these cases exemptions may be of limited utility.</p> <p>In cases where both a Categorical Exclusion under NEPA and a Categorical Exemption under CEQA may apply, the agencies should coordinate to ensure that the consideration of potential effects is consistent with the review of extraordinary circumstances or exceptions. (CEQ and Governor's Office of Planning and Research 2014).</p> <p>Both NEPA and CEQA provide for certain statutory exemptions. As acts of Congress and of the California Legislature, NEPA and CEQA are subject to exceptions also enacted by Congress or the Legislature. The exemptions can be complete, limited, or conditional depending on the statutory language in the exemption. Many CEQA statutory exemptions are contained within CEQA while others are found in other regulations. The NEPA statutory exemptions are contained in other regulations.</p> <p>Recommendation</p> <p>The Exemptions Toolkit should provide guidance on when exemptions can be used and detail the types of projects that would potentially qualify including situations where both CEQA and NEPA apply, Metro also should pursue other CEQA streamlining tools (IV.B) for when the use of an exemption is not suitable.</p>
<p>H. Interviewees expressed a concern that noncompliance with mitigation post-approval leads to lawsuits.</p>	<p><i>CEQA Guidelines</i> Section 15097 spells out the requirements for mitigation monitoring and reporting: A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.</p> <p>Recommendation</p> <p>In many cases, Metro is obligated to implement mitigation measures for its projects. Metro does not currently have one systemwide method for tracking mitigation measures and relies on various consultants across multiple departments and teams. Metro should consider improvements to</p>

Identified Issues	Discussion and Recommendations
	tracking mitigation compliance to be sure all required mitigation is tracked and records can be easily accessed in the event of a legal challenge. Noncompliance concerns can be avoided by following best practices and having clear guidelines and record keeping regarding mitigation monitoring. Recommendations are also included in this report for standard mitigation measures which could help with tracking and compliance.
<p>I. Because project alignments and stations are frequently modified as a result of technical studies and other factors, the only way to consider alternatives is by using an EIR.</p>	<p>A fundamental mandate of CEQA is that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of the project” (PRC Sections 21002, 21081). Therefore, as part of the decision-making process for projects involving the preparation of an EIR, governmental agencies are required under CEQA to consider alternatives to proposed actions affecting the environment (PRC Section 21001(g)).</p> <p>Recommendation</p> <p>The complexity and linear nature of Metro projects lend themselves to multiple alignments and options. High interest in many projects by the public, Metro Board, local elected official decision-makers, and other stakeholders often results in project design changes during the environmental process resulting in project delays and higher project costs. (See IV.A)</p> <p><i>CEQA Guidelines</i> Section 15126.6 states an EIR need not evaluate every conceivable alternative. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.</p> <p>Alternatives suggested by the public need to be considered, however, in many cases, the public is suggesting a project option or preferred alignment and not a CEQA alternative. This distinction should be maintained throughout the CEQA document. The approach to alternatives should be documented and clarified within the CEQA Implementation Guide. (IV.B)</p>
<p>J. Required coordination with other government agencies, in particular the State Historic Preservation Officer (SHPO), causes project delays.</p>	<p>Consultation with regulatory and resource agencies and other government entities including FTA, Tribes or the Office of Historic Preservation (OHP) is a critical early step in the environmental review process. Consultation with Tribes and OHP is required where the project has the potential to impact Tribal or historic resources. Early consultation and early preparation of technical studies for Tribal or OHP review can help speed the process. Early coordination is doubly important if the Metro project may include a federal agency because there are similar federal Tribal/SHPO consultation requirements under the National Historic Preservation Act that may need to be followed by the federal agency.</p> <p>Recommendation</p> <p>Metro should have documented procedures in programmatic agreements or MOUs for 1) dealing with Tribal and historic resources and 2) what to do in the event of an unexpected find.</p> <p>Metro should also consider an in-house position to initiate, manage and troubleshoot all Tribal and SHPO contact at all phases of projects including development, design, construction and maintenance. (See IV.A)</p>

Identified Issues	Discussion and Recommendations
<p>K. Interviewees expressed concern that joint documents are lengthy and time consuming</p>	<p>Many of Metro's largest projects are scoped as EIR/EIS because both local (Measure M) and federal funding are used. Several interviewees commented that it is unclear when a joint document is necessary and appropriate.</p> <p>Recommendation</p> <p>In many cases, joint documents do not demonstrate any significant cost or time savings. While there may be some cost savings in preparing one document, so as to not duplicate work product, the timing of the studies and the requirements for CEQA and NEPA makes it difficult to realize actual time or cost savings. Proper scoping and phasing of documents (i.e., undergoing CEQA first and then determining the appropriate NEPA document) should be considered before a joint document is undertaken. Significant cost and schedule savings can be realized if the outcome of early consultation is that an EA is needed rather than an EIS. This approach should be included in the CEQA Implementation Guide. (IV.B)</p>
<p>L. Land acquisition occurs after the CEQA document is approved</p>	<p>Once the environmental analysis is complete, the real estate group is tasked with acquiring the land for alignments, staging, etc. However, at this point there is little opportunity for changes to real estate needs. Input from the real estate team would be most useful during the planning phase. Factors including the potential expense of land acquisition, or presence of existing contamination and/or cultural resources on land being considered for acquisition are an important consideration for decisions about alternatives.</p> <p>Recommendation</p> <p>Creation of cross functional teams that include real estate can help to define alternatives that minimize impacts to cultural resources or contaminated sites, as well as identify less expensive property or other potential concerns early. (IV.A)</p>
<p>M. Perceptions that NEPA compliance is lengthy and challenging</p>	<p>The NEPA process is designed to allow the public and decision makers time to review and understand the environmental effects of a project. However, proper NEPA scoping and a 'CEQA first' strategy could help to reduce the effort necessary for NEPA documents and even could help reduce the level of review for NEPA documents (i.e., and EA versus and EIS).</p> <p>Recommendation</p> <p>Dedicated NEPA staff liaisons could also help speed the process by developing long term relationships with federal agencies and providing institutional knowledge on approach to Metro projects.</p>
<p>N. NEPA Delegation for Transit Projects</p>	<p>Several interviewees expressed an interest in NEPA delegation or NEPA Assignment.¹⁵ This item recently went to the Metro Board for consideration as a NEPA strategy. Caltrans currently has NEPA approval authority for highway projects. In general, NEPA delegation streamlines the federal environmental review and approval process by eliminating FHWA's project-specific review and approval.</p>

¹⁵ NEPA Delegation or NEPA Assignment is a process by which the State is delegated authority to assume federal responsibility for transportation projects.

Identified Issues	Discussion and Recommendations
	<p>This process is regularly applied to State highway projects under Caltrans but has not been implemented for major transit projects.</p> <p>Recommendation</p> <p>This item was included in the April 28, 2022, Board meeting, with the action that Metro staff will continue to explore this option. The report also indicates initial conversations with FTA on Eastside have indicated there may be time savings by conducting the CEQA document first, as the analysis completed or underway will inform the NEPA document (consistent with the approach suggested throughout this report).</p> <p>An alternative approach to NEPA assignment is to expand in-house staff capability with NEPA/CEQA mega-project management capabilities to serve as program manager who could provide technical expertise to Planning teams (and its consultants). Another approach would be to use a single consultant to serve solely in this capacity (i.e., NEPA coordination and oversight) rather than rely on individual project-dedicated consultant teams.</p>
<p>O. Finances dictate decisions</p>	<p>The high cost of building Metro’s transportation network can result in certain projects, or aspects of projects, being constructed instead of others.</p> <p>Recommendation</p> <p>Reducing costs is essential to delivering Metro’s ambitious program. Consideration should be given to broad programs that can reduce costs on individual projects. Examples include preparation of a Program EIR to streamline future reviews which can help create future cost savings. (See IV.B) Such a document would necessitate periodic updating to remain useful but could still result in substantial time savings for future projects.</p>
<p>P. The cost for public meetings is substantial and CEQA requires public meetings.</p>	<p>CEQA requires a scoping meeting during the Notice of Preparation period and recommends a public meeting during the Draft EIR circulation period.¹⁶ Metro goes beyond the requirements of CEQA by adding multiple public meetings. Many of these meetings are focused on the project and not the EIR. Public meetings can be costly when accounting for staff and consultant time, preparations, room accommodations, etc. During the pandemic, Metro used virtual meetings to reach the public. A combination of in person and virtual meetings can reduce overall costs. Given the precedence of Metro’s established robust engagement process it may not be desirable for Metro to reduce the overall number of public meetings. In addition, reducing the number of public meetings would generally not impact the CEQA schedule unless comment periods are extended.</p> <p>Recommendation</p> <p>Meetings and hearings on the project should be held outside (preferably before) the CEQA document public comment period. Community outreach to address topics such as alignments should be held outside the public comment period. Addressing these issues outside the formal CEQA process has several benefits 1). may reduce the number of comments received on the CEQA document 2) may refine the scope of the environmental analysis outside of the CEQA process</p>

¹⁶ While a public meeting is not required during the public comment period, it is recommended (CEQA Guidelines 15202 (a)(b))

Identified Issues	Discussion and Recommendations
	creating a more refined project 3) may reduce overall community opposition. (See IV.A) Virtual meetings should continue as they provide an opportunity to reach different people and cost less than in person meetings.
Other General CEQA Topics Not Relevant to Metro	
Q. Unions use CEQA as a tool for labor agreements	<p>Labor unions including Laborers' International Union of North America (LiUNA) and Southwest Carpenter's Union have begun to challenge CEQA documents for development projects. In many cases, when the applicant enters into a Project Labor Agreement (PLA) with the union(s), the legal challenge is dropped.</p> <p>Recommendation</p> <p>Challenges to Metro projects typically come from community groups or property owners rather than labor unions. Metro typically uses project labor agreements and has requirements to use union labor on contracts. In addition, CEQA streamlining legislation frequently requires use of union labor on projects. Therefore, union labor would be required if taking advantage of CEQA streamlining in cases such as SB 44 or SB 922. No action necessary.</p>
R. Some interviewees expressed a concern that judges for Los Angeles may not be well versed in CEQA	<p>Judges regularly attend trainings by some of the top environmental attorneys in the state. However, even the best judges can appear to get it wrong sometimes.</p> <p>Recommendation</p> <p>Overall, this points to the importance of informed CEQA strategy from the outset and a solid Administrative Record to be sure all necessary information is reviewed and included in the case.</p>
S. CEQA Lawsuits for infill housing slow projects (comment was specific to housing projects)	<p>Between 2013 and 2015, 0.71 percent of all CEQA reviewed projects were subject to litigation.¹⁷ While this number is low, during this time 33 percent of the litigated CEQA reviews targeted housing projects. Of all the CEQA litigations targeting housing within the Southern California Association of Governments region, essentially all (99 percent) of the units proposed were in higher density existing communities targeted for transit-oriented development.¹⁸ Several interviewees expressed a general sense that CEQA slows projects down, especially housing projects. In cases where CEQA is used as a 'tool' by NIMBY (i.e., not in my backyard) groups, historic preservationists, labor unions, or others, the perceived intent is often to stop the project or extract benefit, rather than improve the environmental effects of a project. NIMBYism is very much also an issue for transportation projects with representatives in neighborhoods fighting expansion of the transportation network (transit and highway) across Los Angeles County</p> <p>Recommendation</p> <p>No specific recommendation for Metro, as this comment does not directly relate to Metro's CEQA process. However, Metro should consider pursuing legislation that would streamline transit projects</p>

¹⁷ Senate Environmental Quality Committee. *California Environmental Quality Act (CEQA) Survey FY 2011/12 to FY 2015/16*. 2017.

¹⁸ Holland & Knight. *In the Name of the Environment*. 2015. Available online at: <https://www.hklaw.com/files/Uploads/Documents/Alerts/Environment/InfillHousingCEQALawsuits.pdf>, accessed May 4, 2022.

III. Identified Issues

Identified Issues	Discussion and Recommendations
	like streamlining options for housing under SB 375. These streamlined documents offer a higher legal standard of review than an MND and are less cumbersome than an EIR.



IV. RECOMMENDATIONS

This section builds on the issues identified in the previous section to provide detailed recommendations for improving and streamlining Metro's environmental review process.

IV. RECOMMENDATIONS

A variety of strategies and programs may be implemented to help streamline Metro's environmental review process. The recommendations have been organized based on short-term (1-2 years), mid-term (3-5 years), and long-term (5+ years) actions.

A. SHORT-TERM ACTIONS

Create a CEQA/NEPA Advisory Team within Metro

This team should be separate from Planning and Environmental Compliance Departments. The group can advise all departments on proper CEQA/NEPA compliance, conduct trainings on the CEQA Implementation Guide (see recommendations below) and will be tasked with revising the Guide as necessary.

Use In-House Technical Experts

Metro largely relies on consultants for preparation of environmental documents and supporting studies. Use of consultants can result in a lack of consistency or knowledge as different consultants are used project to project.

In house technical experts in the field of biology, cultural resources, and tribal cultural resources would allow Metro's in-house team to develop relationships with other agencies (i.e., SHPO, California Department of Fish and Wildlife, Tribes) to build long lasting relationships. An additional in-house position to consider is a NEPA liaison (across all projects). The liaison could also be tasked with pursuing NEPA Assignment. The position does not need to be a full time position but could be added to an existing position description.

Develop Technical Resources On-Call Contracts Specific to Biology and Cultural Resources

Consultant teams often include their technical experts. While one team may have a strong cultural expertise, they may not have a strong biologist on the team. Planning currently has on-calls and/or bench contracts for environmental (general), transportation, planning, etc. and while many of these teams have biologists or cultural resources experts, having qualified teams of just those resources areas will allow Metro to retain highly qualified technical experts specific to the resource needed.^{19,20}

¹⁹ This has the added benefit of allowing Metro to grow its small, disadvantaged and medium sized programs by engaging small businesses in projects early on. If the technical reports can be separated from the EIRs, small, medium and disadvantaged businesses can better compete on those contracts, creating more equitable contracting opportunities.

²⁰ Consider using on-call contracts rather than bench contracts. Once a team is selected for the on-call, additional work is solicited through task orders instead of the longer RFP process required through bench contracts.

Create Cross Functional Teams

Development of cross functional teams that include representatives from planning, environmental compliance, and real estate among others can identify issues with mitigation measure implementation or real estate acquisition early.

Take Advantage of Judicial Streamlining Options

Judicial streamlining can help address uncertainty regarding timeline. Recent legislation has limited the amount of time for judicial review for certain CEQA lawsuits. SB 7 (Atkins, 2021) provides judicial streamlining for certain CEQA lawsuits as does SB 44 (Allen, 2021). This idea originated in AB 900 (Buchanan, 2011) but has been iterated over the years through various pieces of legislation. The judicial streamlining program is active for certified Environmental Leadership Development Projects, or Environmental Leadership Transit Projects (ELTPs) under SB 44. The current certification program is specified by SB 44 (Allen, 2021) for transit projects, and is administered by OPR. SB 44 established specific procedures for the environmental review for an environmental leadership transit project within the County of Los Angeles.

Senate Bill (SB) 7 and SB 44 both revive and expand the previously enacted Environmental Leadership Development Project (ELDP) litigation process. These laws provide important litigation benefits for ELDP and ELTP projects, aiming to shorten the duration of CEQA lawsuits from more than three years to less than one year. (Public Resources Code Section 21178, *et seq.*) SB 44 requires the Judicial Council to adopt procedures requiring review or approval of the environmental impact report for the first seven environmental leadership transit projects.

Under SB 44, an ELTP must meet the following criteria: 1) operates at zero emissions; 2) For projects more than two miles in length, the project reduces emissions by no less than 400,000 metric tons of greenhouse gases directly in the corridor, without using offsets; 3) If the project is no more than two miles in length, the project reduces emissions by no less than 50,000 metric tons of greenhouse gases directly in the corridor, without using offsets; 4) The project reduces no less than 30,000,000 vehicle miles traveled in the corridor; 5) For projects in Los Angeles County, the project needs to be consistent with SCAG's RTP/SCS; and 6) The project applicant demonstrates sustainable infrastructure through LEED or Envision. The bill sunsets on January 1, 2025. ELTP was created in preparation for the 2028 Summer Olympic and Paralympic Games and the increased need for public transit

Litigation Benefits of ELDP and ELTP Designation

While more elaborate review and litigation procedures apply to ELDP/ELTP projects, including requirements related to the administrative record, the CEQA litigation streamlining benefits include:

- Completion of the trial and appeal court proceedings within 270 days, “to the extent feasible,” based on California of Court Rules of Court, Title 3, Division 22, Chapter 2, as adopted by the Judicial Council. However, the 270-day process is not a mandatory maximum, and the few ELDP projects challenged in lawsuits prior to the expiration of the first ELDP program were in court for about a year rather than 270 days. However, this accelerated litigation process is substantially less than the three to four years often required to complete the normal CEQA superior and appellate court process.
- Key to this expedited litigation process is the concurrent preparation of the record of proceedings with the administrative process, and the option for the lead agency to elect to prepare the record rather than give CEQA petitioners the right to elect to do so.

Carefully Scope CEQA and NEPA Documents

Phasing CEQA/NEPA will help to reduce the amount of work on the NEPA document (when a NEPA document is needed). CEQA studies may be used to refine the NEPA scope and, as a result, in some cases an EA (rather than an EIS) could be prepared under NEPA which would shorten the overall environmental timeline by more than one year. If an EIS is still required, there would still be time savings as: 1) initial consultation and scoping has occurred with Federal agencies and 2) the project has undergone refinements to narrow the scope of review under NEPA. Additional benefits may include the identification and inclusion of additional project elements (e.g., stations, alignments) in the CEQA process, thereby offsetting NEPA delays.

Prioritize Technical Studies

Initiating technical studies early in the process will allow Metro to more appropriately scope documents. With changes to the *CEQA Guidelines* where level of service and parking are no longer impacts, most of the impacts identified in the environmental documents for light rail and bus rapid transit (BRT) are related to noise and historic resources. Technical studies prepared in advance of the CEQA document can identify what type of environmental document is necessary and could also be useful in identifying project feature refinements that could avoid or minimize adverse impacts. The recommendation for a Metro CEQA Implementation Guide will also help improve technical studies by creating appropriate thresholds for the agency.

Delineate Project Options from CEQA Alternatives

The purpose of an alternative analysis is to look at ways to avoid or reduce the significant environmental impacts of a proposed project. Whereas an analysis of alternatives is not required in an Initial Study under CEQA, an alternatives analysis is required in EAs and EISs.

However, alternatives analyses in EAs are typically less rigorous than those contained in EISs. The complexity and linear nature of Metro projects lend themselves to multiple alignments and options. For CEQA, the key is differentiating between CEQA alternatives and project options.

Metro frequently includes multiple alignments and options within its EIRs. Many of these alignments and options do not meet the CEQA definition of alternatives in that they do not specifically target the reduction of potentially significant impacts pursuant to CEQA. In fact, many environmental issues most of concern for the public and the Board (i.e., parking and level of service) are no longer evaluated under CEQA. Therefore, alternatives focused on these topics are not necessary as they do not relate to CEQA impacts.

Further, Metro needs to balance consideration of alternatives suggested by the public or decision makers (this can include stations, alignments and even technology (i.e., light or heavy rail)) with the goal of writing environmental documents clearly and in plain language as is required by CEQA.

CEQA Guidelines Section 15126.6 states an EIR need not evaluate every possible conceivable alternative. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.

While alternatives suggested by the public need to be considered, in many cases, the public is suggesting a project option or preferred alignment but not necessarily a CEQA alternative.

Metro should clearly identify alternatives in its environmental documents, including those considered and not carried forward for full analysis, and separate CEQA alternatives from public project options.

Conduct Outreach to Community Based Organizations and the Public Outside the CEQA Process

Metro's robust participation plan includes numerous public meetings during the EIR scoping period and during the draft EIR public review period. Public review times for EIRs are often expanded beyond 45 and 60 days for public comment. In reviewing a sample of the public comments received on Metro's most recent EIRs, many of the comments are on the project itself and not on the adequacy of the EIR. Comments frequently are centered on potential project alignments and neighborhood concerns. Instead of holding additional public meetings during the comment period or scoping period, these meetings could be held outside of the CEQA process as community meetings.

This report encourages clear separation between CEQA outreach and community outreach. An example of this is the Vermont Corridor BRT project where public outreach is being conducted before the CEQA process is started. Conducting broad outreach and community engagement outside of the CEQA process will also help to reduce the volume of comments on the EIR. This also helps to reduce equity concerns that might arise due to lack of public outreach on Metro's part when using an exemption. The outreach plan for exemptions should be included in the Exemption Toolkit.

Improved Technology for EIRs

Cataloguing comments on CEQA and NEPA documents is time consuming and costly. Metro should explore software and new methods for categorizing EIR comments. Similarly, the agency should explore new technology for sharing environmental documents with the public. Examples include more reader-friendly naming conventions and mobile device accessible documents. By helping the public better understand the project through more reader-friendly and accessible documents, comments on the documents may be reduced.

Improved Board Communication

Metro management regularly meets with the Metro Board and their staff to brief them on Metro business. For pillar projects, schedule and cost implications of project changes should be regularly communicated. Potential delays and project implications of design or other changes should be made available through a risk register or similar document that can be shared during regular meetings. Metro has previously used tools to demonstrate the tradeoff between different budget options as part of the public review of the agency's budget and could explore similar opportunities with staff to Board communication.

Delegate Some CEQA Approvals to the Chief Executive Officer

Currently, Metro engages the Board for selection of a locally preferred alternative (LPA) and release of large environmental documents. The CEO has limited discretion to approve projects. Delegation of some CEQA approvals to the Chief Executive Officer would speed the process for projects that do not require a public hearing.

B. MID-TERM ACTIONS

Develop a CEQA Exemptions Program / Toolkit

Proper use of exemptions can be ensured through a toolkit or handbook. The toolkit would list all possible exemptions (statutory and categorical) and the types of projects that could be considered within each. It would also provide the preferred format for the exemption which would include consideration of the exceptions to the exemption, as well as appropriate filing times and methods. The template for the exemption, including the Notice of Exemption, and staff report, should be maintained as part of the CEQA Implementation Guide. A process for public outreach for exemptions should also be included as part of the toolkit. A checklist that lays out when an exemption is appropriate and the exceptions to the exemptions should be included. The toolkit should be available for all departments to use and encouraged where appropriate.

Create a CEQA Implementation Guide for Metro Projects

Metro should prepare its own CEQA Implementation Guide (CEQA Guide). The CEQA Guide should set ‘screening criteria’ specific to Metro. In addition, the CEQA Guide should be used by consultants to create the framework for the environmental document – including organization of an EIR, components of a project description, chapter layout, approach to alternatives, thresholds, approach to analysis, how to file documents, responsible and trustee agencies, when to conduct public outreach and hearings, etc. The Guide would be internal to Metro and, to be nimble, need not be adopted by the Metro Board. By regularly maintaining an internal Guide, changes could be made as the *CEQA Guidelines* are updated. The Guide could be maintained on a shared drive (or the cloud) where it could be updated as the Public Resources Code is amended.

Consider Agency Specific Thresholds

CEQA Appendix G questions are widely used by Metro in EIRs; these Appendix G thresholds are more suited to development projects than linear transportation projects. Metro should consider developing transportation specific thresholds that will more accurately reflect the types of projects undertaken by the agency. Metro Board would likely need to adopt the thresholds to be able to use them within all Metro documents.

Create Performance Based Mitigation Measures/ Project Design Features

Performance based mitigation measures set a metric (performance standard) that must be achieved for the mitigation to be implemented. Development of performance-based mitigation measures and incorporation of these measures into projects agency wide can streamline environmental review. If adopted, the performance standards can become part of the project’s design thereby avoiding or minimizing project impacts from the outset and reducing the need for mitigation and, in some cases, reducing the level of review necessary for the CEQA document (i.e., a proposed mitigated negative declaration could become an exemption). In combination with a Program EIR and its own CEQA thresholds, Metro could streamline environmental review where exemptions, focused EIRs, and other streamlined documents would be easier to prepare.

Prepare a Program EIR

A program EIR is an EIR prepared on a series of actions that can be characterized as one large project, and are related either:

- Geographically,
- As logical parts in the chain of contemplated actions,
- In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or

- As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The use of a program EIR can provide the following advantages:

- Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,
- Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,
- Create consistency and equity between individual projects,
- Better inform long term planning,
- Avoid duplicative reconsideration of basic policy considerations,
- Allow the lead agency to consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and
- Allow reduction in paperwork.

A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required. In cases where the activity is outside the scope of the program EIR, an addendum or other supplemental document could be prepared.

Metro could consider a program EIR for parts of its network such as bus shelters, or other commonly occurring project components. A program EIR could also be prepared for certain geographies (i.e., Northeast Los Angeles). Once the program EIR is adopted, addenda and/or supplemental EIRs can be used to environmentally clear future projects.

C. LONG-TERM ACTIONS

Pursue Wider Exemptions for Transit Projects to Advance Climate Goals

The link between transit projects and the state's climate goals is well established. Much legislation is being pushed to streamline housing, however, without the infrastructure in place (i.e., transit) the climate benefits will not be realized. The legislature should also allow for streamlining of transit projects through preparation of documents similar to a Sustainable Communities Environmental Assessment (SCEA) or Sustainable Communities Project Exemption (SCPE) which provide a higher legal standard of review without the lengthy timeframe of an EIR. The legislature should also clarify the definition of 'infill' to include transportation projects.



V. SUMMARY FINDINGS

A summary of the recommendations for streamlining Metro's environmental review process is presented in this section.

V. SUMMARY OF FINDINGS

The following recommendations are based on the discussion above.

Action	Description	Responsible Agency/Department	Potential Cost/Time Savings	Level of Effort (High, Medium, Low)
Short-Term Actions (1-2 years)				
Create a CEQA/NEPA Team.	Create a CEQA/NEPA advisory team within Metro.	Metro – Countywide Planning and Development	\$/++	Medium, due to the need to hire new staff or expand existing staff assignments.
Use In-House Technical Experts.	Develop/hire in-house technical experts to build relationships with resource agencies (i.e., SHPO, CDFW, and Tribes) and increase institutional knowledge.	Metro – Countywide Planning and Development Metro – Human Capital and Development	\$/+	Medium, due to the need to hire new staff or expand existing staff assignments.
Create Cross Functional Teams.	For large projects, create cross functional teams that include representatives from other departments – including planning, environmental compliance, and real estate.	Metro – Countywide Planning and Development	\$\$\$/+++	Low.
Develop Technical Resources On-Call Contracts Specific to Biology and Cultural Resources.	Create a qualified pool of consultants on technical topics including historic, tribal cultural resources and biological resources. This recommendation has the added benefit of potentially increasing small business participation. Speed the procurement process by using on-call contracts rather than bench contracts. Once a team is selected for the on-call, additional work is solicited through task orders instead of the longer RFP process.	Metro – Countywide Planning and Development Metro – Vendor/Contract Management	\$/+	Medium, requires preparing scopes and contracts.
Take Advantage of Judicial Streamlining.	Pursue Expedited Project Delivery under Section 3005(b) for federally funded projects. Pursue ELDP status under SB 44 for large projects.	Metro – Countywide Planning and Development Metro – Vendor/Contract Management	\$\$\$/+++	Low, requires minimal training.

V. Summary of Findings

Action	Description	Responsible Agency/Department	Potential Cost/Time Savings	Level of Effort (High, Medium, Low)
Carefully Scope CEQA/NEPA Documents.	Use technical studies to refine the scope of CEQA and NEPA documents.	Metro – Countywide Planning and Development	\$\$/++	Low.
Prioritize Technical Studies.	Prepare technical studies for CEQA documents to narrow the scope of the document.	Metro – Countywide Planning and Development	\$\$/++	Low.
Delineate Project Options from CEQA Alternatives.	Limit CEQA discussion to CEQA alternatives.	Metro – Countywide Planning and Development	\$/+	Low.
Conduct Outreach to Community Based Organizations and the Public Outside the CEQA Process.	Use the outreach process to narrow and/or identify preferred alignments to analyze within the environmental document.	Metro – Countywide Planning and Development	\$/+	Low.
Use technology to speed the Final EIR process.	Explore software and new methods for categorizing Final EIR comments.	Metro – Countywide Planning and Development Metro – Information and Technology Services	\$/++	Medium, requires research to find new technology and teams willing to implement.
Improved Board Communication.	Brief the Metro Board on the potential delay and cost increases from project changes. This should be part of the report that goes to the Board as part of project updates. This could be in the form of a risk register or similar document.	Metro – Countywide Planning and Development Metro -Board Appointed Officers	\$\$/++	Low.
Delegate Some CEQA Approvals to the Chief Executive Officer.	Delegate some environmental approvals to the Chief Executive Officer.	Metro – Countywide Planning and Development Metro – Office of the CEO	\$/+++	Low.
Mid-Term Actions (3-5 years)				
Develop an Exemptions Program/Toolkit.	Create an Exemptions Toolkit that provides templates and resources for how to successfully use exemptions.	Metro – Countywide Planning and Development	\$/+++	High, requires expertise to prepare the Toolkit.

V. Summary of Findings

Action	Description	Responsible Agency/Department	Potential Cost/Time Savings	Level of Effort (High, Medium, Low)
Create a CEQA Implementation Guide for Metro Projects.	Develop a CEQA Implementation Guide for internal Agency use.	Metro – Countywide Planning and Development	\$/+++	High, requires expertise to prepare the Guide.
Consider Agency Specific Thresholds.	Consider adopting CEQA thresholds appropriate to transportation/transit projects.	Metro – Countywide Planning and Development	\$/++	High, requires expertise to prepare the thresholds.
Create Performance Based Mitigation Measures/Project Design Features.	Adopt standard measures that can be used as project design features. These design features can be incorporated into environmental documents and also will allow for more CEQA exemptions.	Metro – Countywide Planning and Development	\$/+	Low, Metro can use existing measures as a starting point.
Prepare a Program EIR.	Prepare a Program EIR to environmentally clear components of Metro's transportation network (i.e., bus shelters) or geographic areas (i.e., northeast Los Angeles).	Metro – Countywide Planning and Development	\$/+++	Medium, requires technical expertise.
Long-Term Actions (5+ years)				
Pursue Wider Exemptions for Transit Projects to Advance Climate Goals.	Push for legislation that clarifies transit as an infill project to allow for the use of streamlined environmental documents such as a SCEA or SCPE for transit projects. Transit projects need to catch up to the housing projects to ensure the region meets climate goals.	Metro – Countywide Planning and Development Metro – Board of Appointed Officers Metro – Office of the CEO Metro – Government Relations	\$\$\$/+++	High, requires legislative action.
Key				
\$ = low cost savings \$\$ = medium cost savings \$\$\$ = high cost savings + = low time savings ++ = medium time savings +++ = high time savings				



VI. REFERENCES

A listing of information is provided to locate and retrieve resources that were used in the preparation of this report.

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VII. REPORT PREPARERS

Agency and consultant contributors to this report are acknowledged herein.

VII. REPORT PREPARERS

The Office of the Inspector General directed this work effort. Impact Sciences prepared the final report with assistance from The Sohagi Law Group.

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Alan Bennett – Legal Research Specialist

IMPACT SCIENCES, INC.

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Brett Pomeroy – Associate Principal
John Anderson – Associate Principal
Tony Lee – Senior Consultant
Margaret Lin – Senior Project Manager
Kay Real, AICP – Planner
Kara Yates Hines – Production Manager

THE SOHAGI LAW GROUP

Margaret Sohagi, Esq. – President

The OIG's office and Impact Sciences interviewed a wide range of people between 2019 and 2022. The following persons were interviewed as part of the research phase:

METRO STAFF

Ronald Stamm – Principal Deputy County Counsel
Elena Eggers – Deputy County Counsel
Charles Safer – Assistant County Counsel
David Mieger – Senior Executive Officer
James De La Loza – Chief Planning Officer
Cris Liban – Chief Sustainability Officer
Sharon Gookin – Deputy Chief Executive Officer
Michael Turner – Deputy Executive Officer
Ray Sosa – Deputy Chief Planning & Development Officer
Richard Clarke – Executive Director of Program Management
Abdollah Ansari – Senior Executive Officer – Construction & Engineering
Yvette Rapose – Chief Communications Officer
Laurie Lombardi – Senior Executive Officer – Strategic Financial Planning
Holly Rockwell – Senior Executive Officer Planning
Tom Kefalas – Senior Director, Environmental Services Department
Jacob Lieb – Senior Director, First/Last Mile Planning

Ernesto Chaves – Senior Director, Countywide Planning and Development, Highways
Robert Pak – Principal Environmental Specialist, Environmental Services Department
Jenny Cristales-Cevallos – Senior Manager, Transportation Planning
Mitali Gupta – Manager, Transportation Planning
Desarae Jones – Government Relations Administrator

METRO BOARD

Ara Najarian – Metro Board Chair
Ben Feldman, J.D. – Deputy to Supervisor Hilda Solis, Former Metro Board Chair

ADDITIONAL PERSONS CONSULTED

Therese McMillan – Executive Director, Metropolitan Transportation Commission
Carlos Montez – Senior Director, Metrolink
Tiffany Wright – Managing Partner, Remy Moose Manley, LLP
M.J. Maynard – Chief Executive Officer Regional Transportation Commission of Southern Nevada (RTC)
Sherwin Gutierrez -- Director of Finance Regional Transportation Commission of Southern Nevada (RTC)
Julio Ortiz – Senior Director of Maintenance Regional Transportation Commission of Southern Nevada (RTC)
Shirley Choate – Former Chief Deputy District 7 Director, Caltrans
Ronald Kosinski – Deputy District 7 Director Caltrans
Jennifer Hernandez – Partner Holland & Knight LLP



IMPACT SCIENCES

Management

Comments

Comment 1

From: Turner, Michael

Sent: Wednesday, December 7, 2022 2:36 PM

To: Bennett, Alan <BennettA@metro.net>; Gookin, Sharon <GookinS@metro.net>; De La Loza, James <DelalozaJ@metro.net>; Sosa, Ray <SosaRa@metro.net>; Mieger, David <MiegerD@metro.net>; Pennington, Bryan <PenningtonB@metro.net>; Vides, Jennifer <VidesJ@metro.net>; Rapose, Yvette <RAPOSEY@metro.net>; Eggers, Elena <EggersE@metro.net>; Safer, Charles <SaferC@metro.net>

Cc: Wiggins, Stephanie <WIGGINSS@metro.net>; Gorman, Karen <GORMANK@metro.net>

Subject: RE: LA Metro OIG CEQA Streamlining Recommendations Report

Good Afternoon Alan,

The slide referencing seeking expansion of CEQA exemptions is fine with GR. We will continue to work with all internal and external stakeholders to see how we can expand the current authorization. We won't have any comments on the rest of the presentation.

Michael Turner

LA Metro

Executive Officer

Government Relations

213.922.2122 W

metro.net | facebook.com/losangelesmetro | @metrolosangeles

Metro provides excellence in service and support.

Comment 2

From: Sosa, Ray

Sent: Thursday, December 8, 2022 8:01 AM

To: Bennett, Alan <BennettA@metro.net>

Cc: Mieger, David <MiegerD@metro.net>; De La Loza, James <DelalozaJ@metro.net>

Subject: RE: LA Metro OIG CEQA Streamlining Recommendations Report

Alan,

David and Jim might have more comments but here are my comments.

- This is a great compilation of streamlining recommendations. I believe many are actually conducted but not formally documented. For instance, focusing on technical reports that can be completed quickly while waiting for data/info on longer lead technical reports. Please add a caveat to the recommendations that some of these streamlining efforts might be in practice but could be more formally tracked as to when and how it has been done. If it is in the document already, then great but I did not see this caveat.
- I also did not see a distinguishment between the larger project environmental projects vs. the smaller more operational project environmental documents. We have two different groups at Metro that lead environmental documentation. One does use a number of the right sized, streamlined approach to environmental documents projects related to our existing operations such as a new building at a maintenance yard, etc. The other, Planning, due to the size and complexity focus on the greater level of environmental documentation.
- I would modify the technology recommendation to be a little stronger. Metro should take the time to review best practices across the country and across industries (not just transportation) where agencies have used new platforms to disseminate technical information to the public, agencies and stakeholders, to improve time it takes for decision-making at each stage of the environmental process. FTA actually encourages this in the form of stressing the use of info graphics in documents and has tried to restrict size of documents (# of pages). FHWA and FRA have used web-based platforms for their environmental documents recently and greatly improved the decision-making process not only with the public but with technical third party agencies.

Thank you for the opportunity to comment.



OIG CEQA Streamlining Report

Presenters:

Karen Gorman, Inspector General, LA Metro

Alan Bennett, OIG Legal Research Specialist, LA Metro

Jessica Kirchner Flores, CEO, Impact Sciences, Inc.



Metro

This OIG report explores how Metro might streamline its processes related to the California Environmental Quality Act (“CEQA”).

Issues Considered Include:

- Volume & methods of public outreach
- Use of statutory exemptions
- Uncertainty caused by threats of litigation
- Delay caused by late changes
- Eminent Domain
- Narrowing of options
- CEQA vs. NEPA
- Use of Project Labor Agreements



Short Term Recommendations Include:

- 5. Take advantage of judicial streamlining options
- 9. Conduct outreach to CBOs & public inside & outside CEQA
- 11. Improve staff to Board communication around cost and schedule

Mid Term Recommendations Include:

- 13. & 14. Develop an Exemptions Program / Toolkit / Standard Guidelines to simplify and speed process

Long Term Recommendation Includes:

- 18. Pursue options & exemptions that advance climate & equity goals

Questions?



Metro®



Board Report

File #: 2022-0692, **File Type:** Oral Report / Presentation

Agenda Number: 13.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2023**

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS

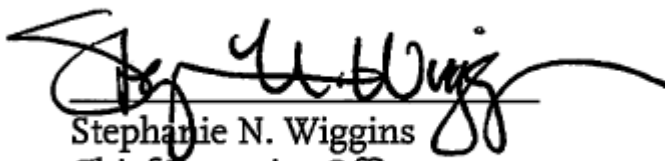
ACTION: ORAL REPORT

RECOMMENDATION

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

Prepared by: Allison Yoh, Executive Officer, Countywide Planning & Development,
(213) 922-4812
Ernesto Chaves, Executive Officer, Countywide Planning & Development,
(213) 547-4362
David Mieger, Senior Executive Officer, Countywide Planning & Development,
(213) 922-3040
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

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



Stephanie N. Wiggins
Chief Executive Officer

Quarterly Major Projects Report Countywide Planning and Development

January 18, 2023

Presented By

Allison Yoh

Executive Officer

Transit and Active Transportation

Ernesto Chaves

Executive Officer

Complete Streets and Highways

Transit and Active Transportation Projects



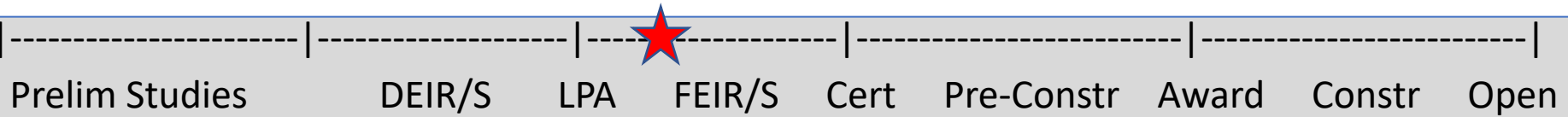
> Major Pillar Projects

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

> Other Projects in Planning

- North Hollywood to Pasadena
- N. San Fernando Valley BRT
- Los Angeles River Path
- Vermont Transit Corridor
- Rail to River Active Transportation Corridor
- E. San Fernando Valley Shared ROW
- K Line Northern Extension
- Centinela Grade Separation
- Arts District/6th Street Station

West Santa Ana Branch Transit Corridor



Recent Activities

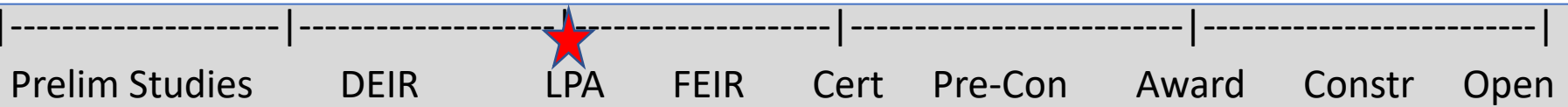
- Continuing to address design updates to reach 90% project definition for Final EIS/EIR
- Coordination with cities/stakeholders/3rd parties
- Completion of aerial assessment study addressing request from UPRR/San Pedro Bay Ports
- Developing Encroachment Permit applications for utility potholing and geotechnical drillings
- December 6:** Submitted TIRCP Cycle 6 Grant application (\$500M)

Next Actions

- January 2023:** Confirm Project definition (critical path)
- March 2023:** 15% design completion
- March/April 2023:** Public outreach meetings – Final EIS/R project definition (design) updates
- April 2023 (anticipated):** MOU with Ports/UPRR

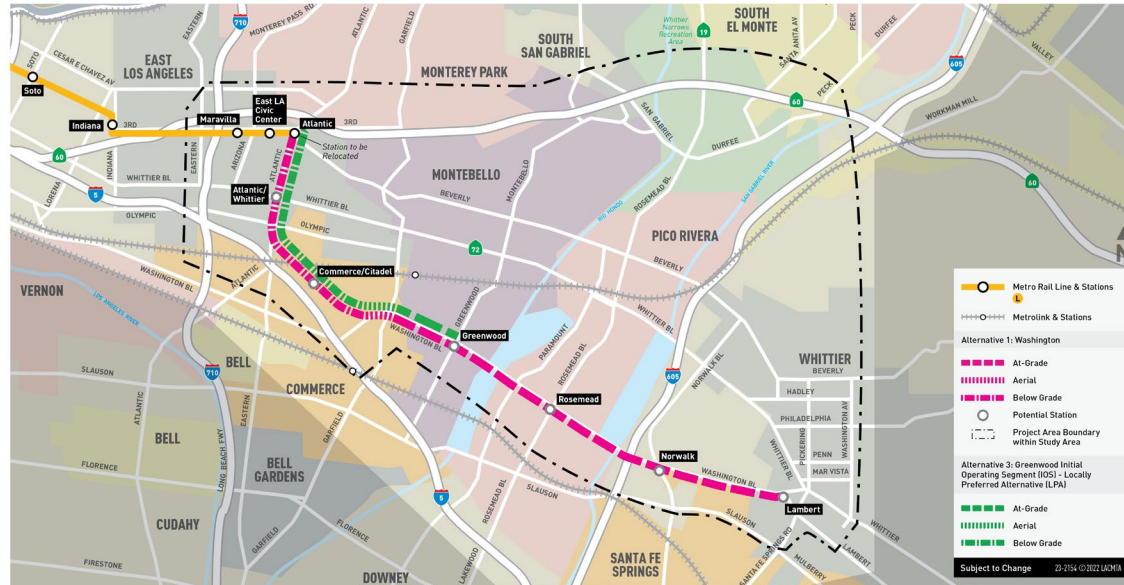


Eastside Transit Corridor Phase 2



Recent Activities

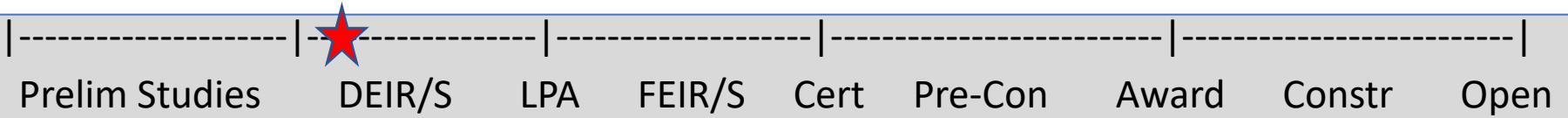
- Board actions (Dec. 2022)
 - LPA selected as Pomona/Atlantic Station to Greenwood (4.6 mi)
 - Authorization to begin Final EIR for full project alignment
 - Reinitiating NEPA and execute contract modification for environmental services



Next Actions

- Return to the Board for contract modification for professional service to advance engineering activities (January 2023)
- Prepare Final EIR and reinitiate NEPA (early 2023) in coordination with FTA
- Request approval for entry into Project Development before CalSTA's April announcement of AB 180 TIRCP awards

Sepulveda Transit Corridor



Recent Activities

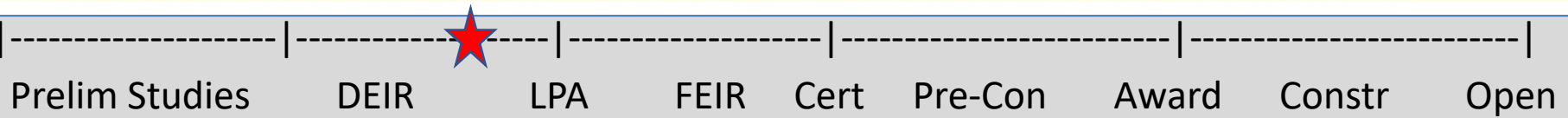
- Ongoing coordination between alternative designs and environmental analysis
- Continued engagement with other projects and with third party agencies
- Conducted public opinion survey to support outreach efforts (July-August 2022)

Next Actions

- Open House meetings in Van Nuys, Westwood, and online (January 2023)
- Continue to develop designs and prepare environmental technical studies



C (Green) Line Extension to Torrance

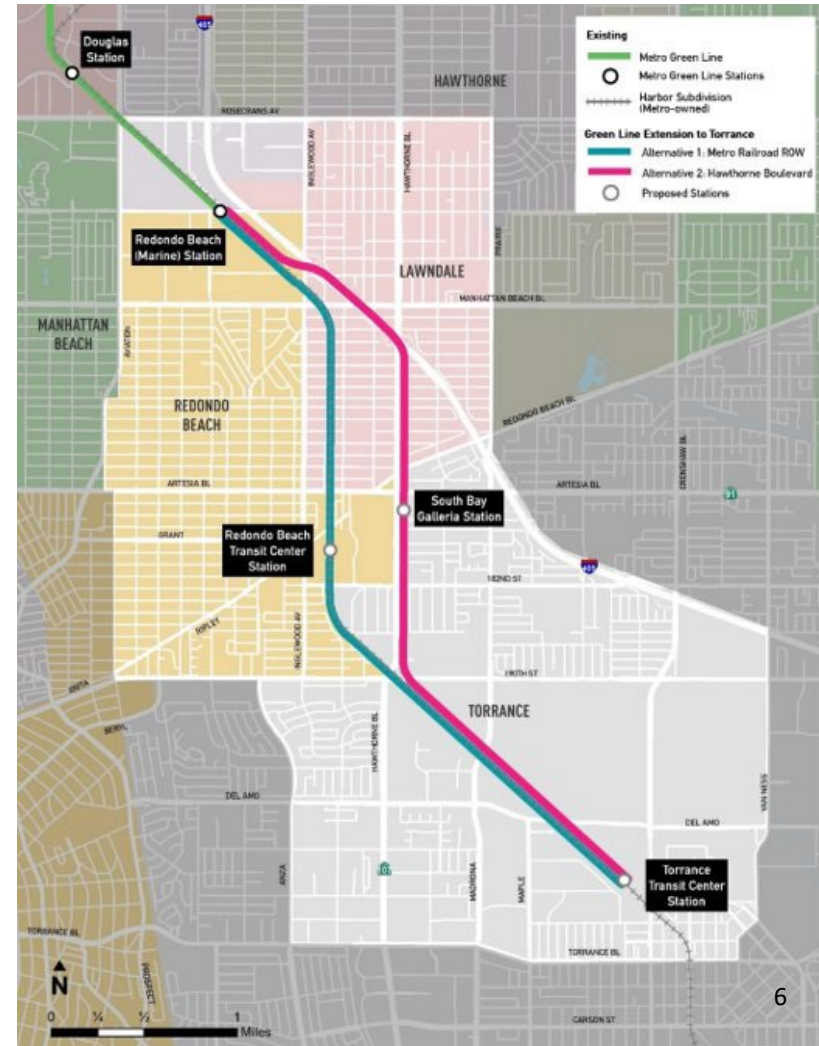


Recent Activities

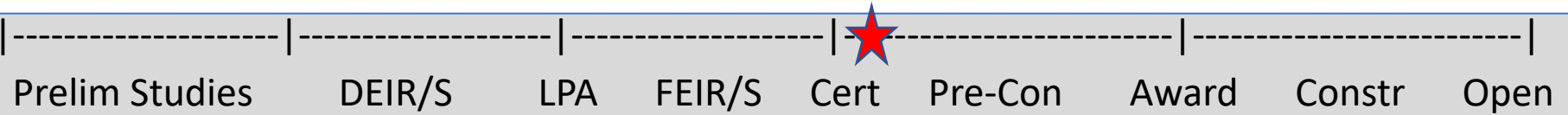
- Preparing Draft EIR analysis for release
- Preparing summaries of community input, cost, schedule, ridership
- Continuing coordination with community groups, cities, BNSF, Caltrans, utilities, and property owners

Next Actions

- Release Draft EIR: January 2023
- Public Hearings: February 2023
- Board selection of Locally Preferred Alternative (LPA): Spring 2023

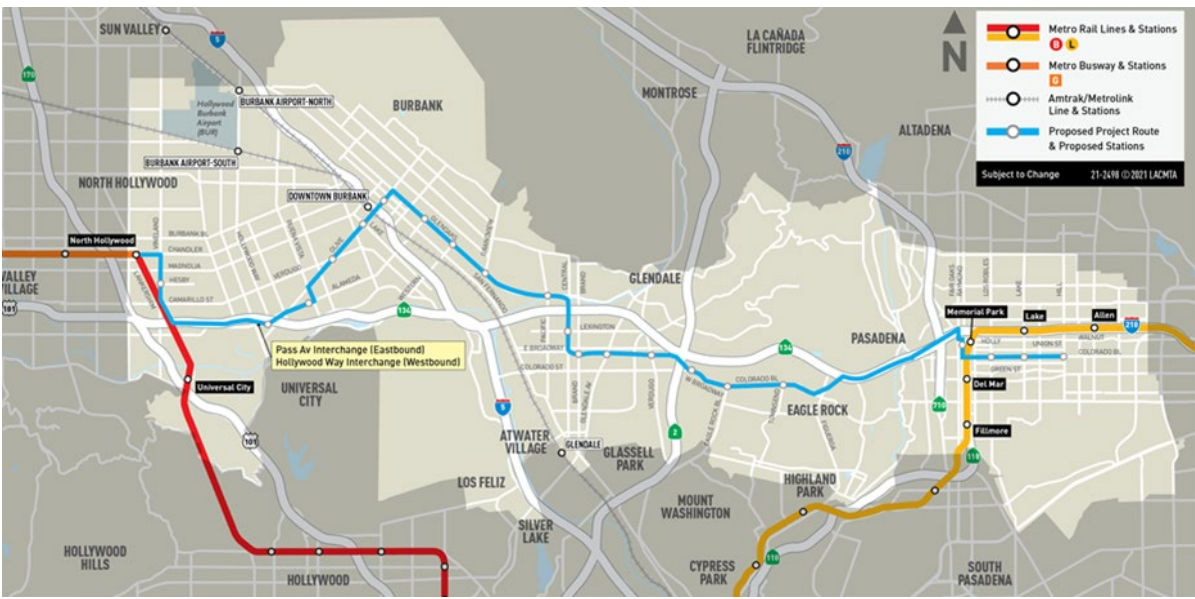


North Hollywood to Pasadena BRT



Recent Activities

- Preliminary engineering underway
- Meeting with each city on corridor to discuss project design
- Advancing project design (e.g., bus lanes, stations, transit signal priority, etc.)

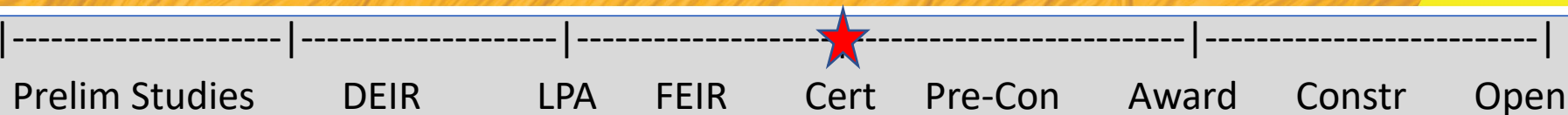


Next Actions

- Procure technical services to develop a First/Last Mile Plan (mid 2023)
- Early 2023 – Release RFP for final project design (Program Management)



North San Fernando Valley BRT Improvements



Recent Activities

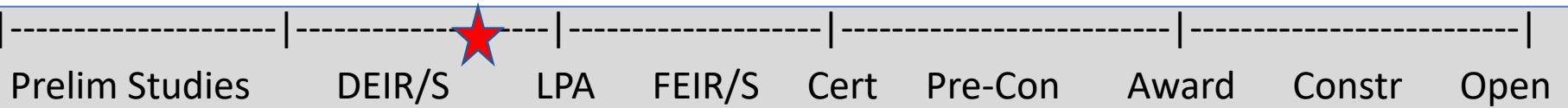
- Board actions (December 2022):
 - Approval of recommended BRT network improvements
 - Authorization to file a Notice of Exemption (NOE)
- Continuing to engage key stakeholders
- NOE filed with LA County Clerk

Next Actions

- January 2023: Initiate design of peak period bus only lanes on Roscoe Blvd.
- Cooperative effort with Metro Service Planning and LA City on BRT network improvements
- Continue key stakeholder engagement



Los Angeles River Path



Recent Activities

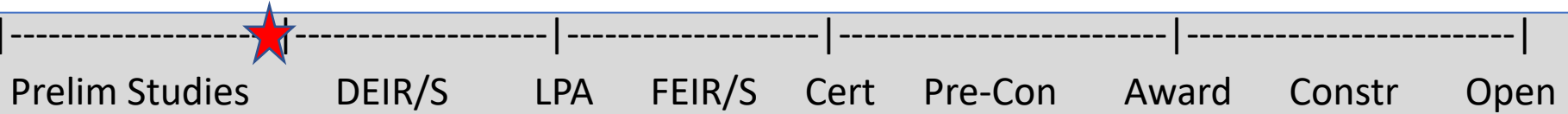
- Selection of single alternative for the US-101 bicycle/pedestrian bridge
- Presentations to bicycle stakeholders
- Completion of public survey on visual design elements (920 surveys received, incl. Spanish and Chinese language)
- Technical work for Draft EIR
- Project pop-ups at various community events (Elysian Valley, Maywood, Vernon, Chinatown, South LA, etc.)

Next Actions

- Upcoming engagement with Project Development Team (PDT)
- Coordination with US Army Corps of Engineers (USACE)



Vermont Transit Corridor

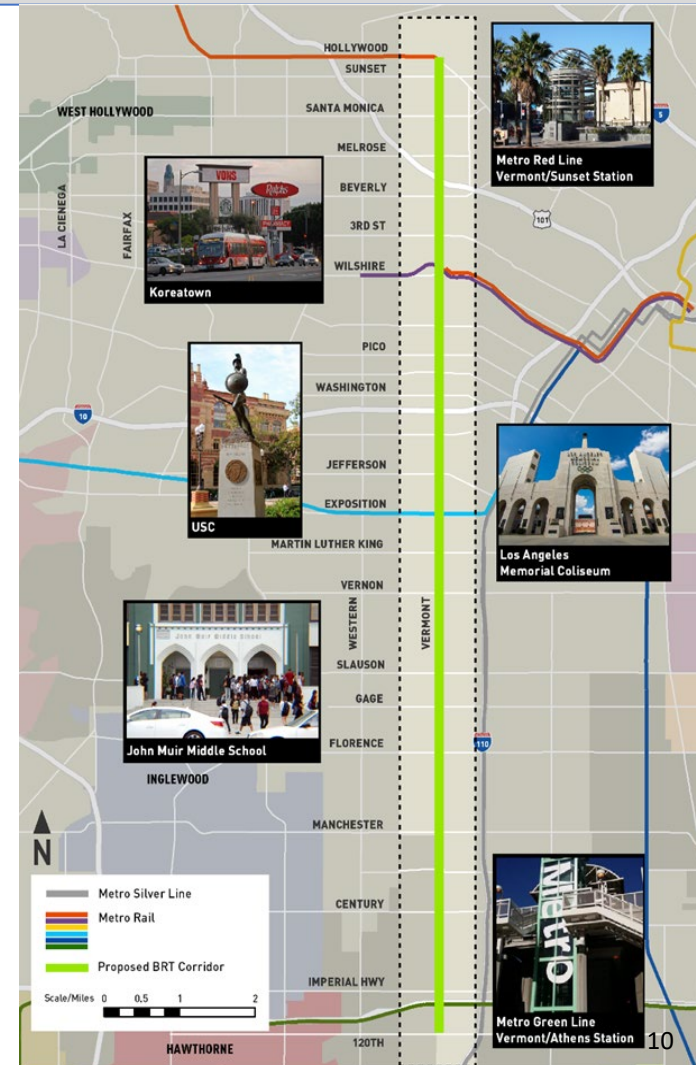


Recent Activities

- September 2022: Metro Board adoption of a three-pronged strategy for immediate-, mid- and long-term improvements
- Continued community/stakeholder engagement (local school principals, CicLAvia, etc.)
- Preparing for release of environmental services RFP and community outreach RFP

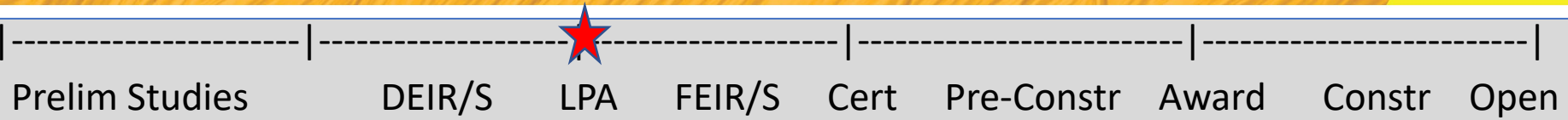
Next Actions

- Issue RFP for planning & environmental studies (January 2023)
- Issue RFP for communications and outreach services (anticipated February/March 2023)



Rail to River Active Transportation Corridor

Segment B



Recent Activities

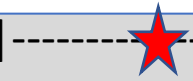
- October 2022: Update to Board on potential funding plan
- Preparing to procure technical support for advanced project design and environmental clearance



Next Actions

- Continue to support Metro Active Transportation (MAT) grants awarded to Cities in the corridor
- Return to the Board in April 2023 in response to October 2022 Board Motion with information on additional funding opportunities

East San Fernando Valley Shared ROW Study



Prelim Studies

DEIR/S

LPA

FEIR/S

Cert

Pre-Con

Award

Constr

Open

Recent Activities

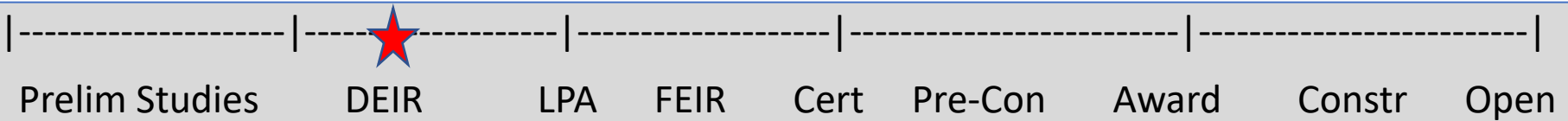
- Completed Phase 1 of the study
 - Initial grade crossing analysis
 - Review of potential ROW impacts
 - Technical coordination w. Metrolink & City of San Fernando; briefings w. area staff
- December 2022:** Board received Phase 1 initial findings, authorized start of Phase 2



Next Actions

- Early 2023:** Initiate Phase 2 of the study (18 months)
 - Design and analysis of up to three scenarios along the Shared ROW
 - Technical coordination w. Metrolink, City of San Fernando and area staff

K Line (Crenshaw) Northern Extension



Recent Activities

- Project name change to coincide with opening of K Line
- Finalize Project Description and Station Site plans
- Initiate Travel Demand Forecasting and environmental analysis in preparation of Draft EIR

Next Actions

- Review cost assumptions for Real Estate and Capital & Operating Costs



Centinela Grade Separation



Recent Activities

- August 2022: Completed Draft 30% Plan Set
- Ongoing design and utility coordination
 - City of Inglewood, CPUC, LADPW, LASD, LAFD, SCE, SCG, AT&T, Lumen/Qwest, Zayo, MCI Verizon, Spectrum
- Construction coordination with Crenshaw/LAX project and Airport Metro Connector

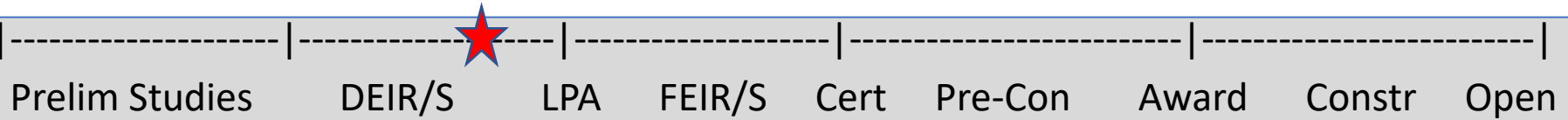
Next Actions

- Complete Final 30% Plan Set, O&M plan and ROM cost estimates, and filing of CEQA Statutory Exemption
- Spring 2023: Board update of funding plan and project delivery options



Sample Rendering of Centinela Grade Separation (Source: HDR)

Arts District / 6th Street Station



Recent Activities

- Board Action (December 2022):
 - Amend existing funding agreement
- Advancing conceptual station design, especially related to construction staging
- Developing ROM capital cost and ridership estimates

Next Actions

- Coordination with BNSF and Amtrak is critical to Draft EIR release
- 2023: Draft EIR Release

Arts District/6th St Station
Study Area



Measure M Expenditure Plan

Groundbreaking to Opening Dates

																													Measure M Opening Dates 3-Year Window										
2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049										
NoHo to Pasadena																															FY 2022 - 2024								
North SFV BRT																															FY 2023 - 2025								
Planning	LA River Path																														FY 2025 - 2027								
Planning	West Santa Ana Branch (Phase 1)									WSAB (Phase 1+Slauson) Approved by Board																				FY 2028 - 2030									
Planning	Vermont Corridor																														FY 2028 - 2030								
Planning	Green Line Extension to Torrance																															FY 2030 - 2032							
Planning	Sepulveda Transit Corridor (Phase 1)																															FY 2033 - 2035							
Planning						Eastside Transit Corridor Phase 2																												FY 2035 - 2037					
Planning							West Santa Ana Branch (Phase 2) - Slauson to LAUS																												FY 2041 - 2043				
Planning						Crenshaw North																																	FY 2047 - 2049
																												Sepulveda Transit Corridor (Phase 2)		FY 2057 - 2059									

Quarterly Board Update

Complete Streets & Highway Projects

Presented by Ernesto Chaves
Executive Officer, Complete Streets & Highways

January 18, 2023

Multimodal Integrated Planning

Objectives for Multimodal Highway Investments

- Advance mobility needs of people & goods and improve traffic safety
- Improve quality of life of affected communities
- Multimodal and holistic investment
- Early and meaningful public outreach
- Use technology to optimize existing systems



91/605/405 Hot Spots Program



Purpose and Scope

- Enhance regional mobility, connectivity, multimodal and local connections, and access
- Highway improvements that address safety, congestion, and increase person throughput (e.g., interchange reconfigurations, aux. lanes)

Multimodal Elements

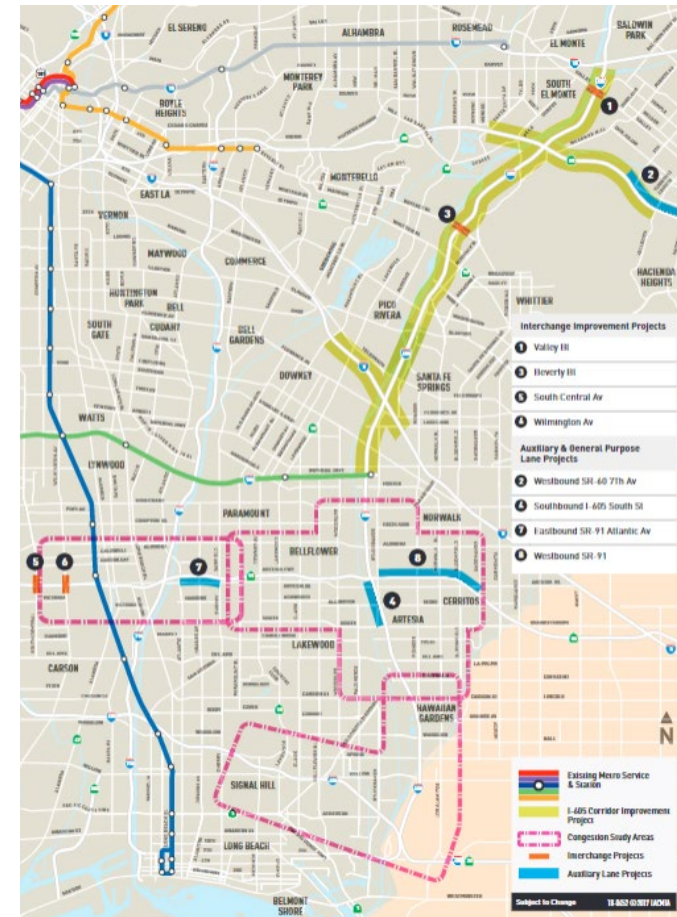
- Bike Lanes, ADA, Pedestrian, Sidewalk Improvements
- Bus Stop and Shelter enhancements

Status

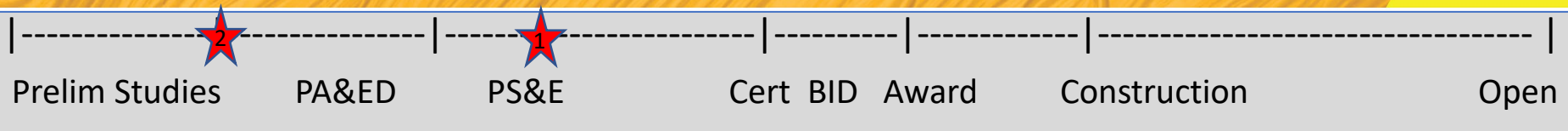
- 1. 605 Corridor Improvement Project (CIP) - project alternatives being re-evaluated
- 2. 605 Beverly “Diamond” Reconfiguration - construction anticipated to start in Summer 2024
- 3. 605 Valley Blvd Interchange (NB off-ramp & railroad crossing improvements) - design expected to complete in May 2023
- 4. WB 91 Shoemaker to Alondra (auxiliary lane and interchange reconfigurations) - design expected to complete in March 2023
- 5. EB 91 Atlantic to Cherry Auxiliary Lane - construction anticipated to start in Spring 2024
- 6. SR-91 Central to Acacia (C/D road and interchange reconfigurations) - design expected to complete in Fall 2024

Challenges

- Minimization of property impacts for the I-605 CIP
- Optimizing construction schedules for the three SR-91 projects



I-405 South Bay Curve Improvements

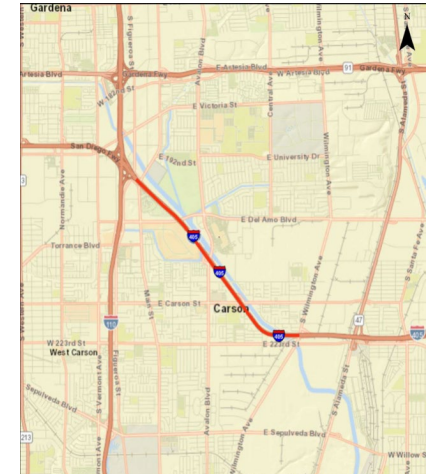
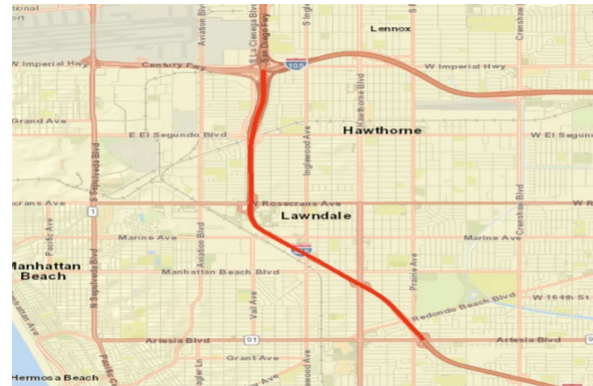


Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations
- Northbound and Southbound auxiliary lane improvements between freeway on/off ramps within Caltrans Right of Way

Multimodal Elements

- Project may include improvements to pedestrian/bicycle facilities and transit stops
- High visibility crosswalks
- Pedestrian flashing beacons
- Pedestrian and cyclist signage



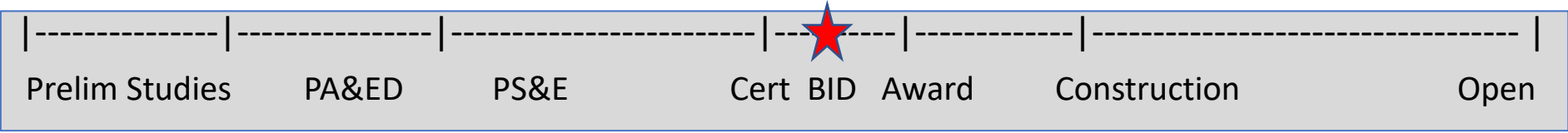
Status

- 1. I-405 (I-105 to Artesia Blvd) Auxiliary Lanes- 35% design plans submitted to Caltrans in August 2022
- 2. I-405 (I-110 to Wilmington Ave) Auxiliary Lanes – Environmental phase expected to start in Spring 2023

Challenges

- Leveraging local Measure R/M funds to fully fund construction
- All expenditures spent to date are from Measure R; Measure M funds not yet expended

SR-57/SR-60 Interchange Improvements



Purpose and Scope

- Major operational/capacity/safety improvements including new ramps at Grand Ave/Eastbound SR-60
- Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight; expected to start in the beginning of 2023

Multimodal Elements

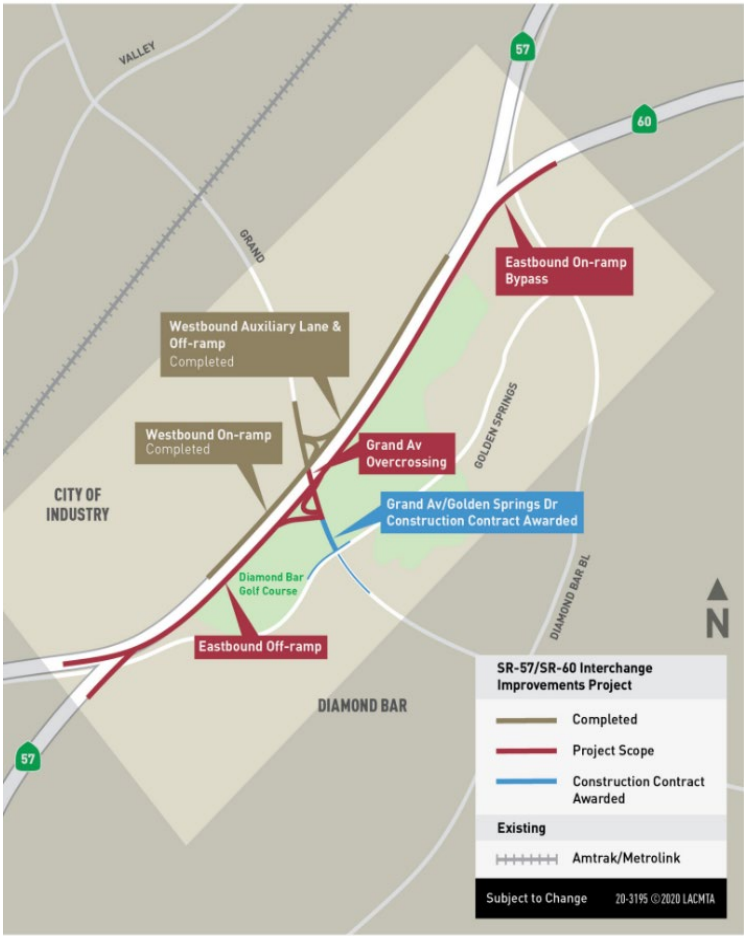
- Project includes improvements to local bridge, sidewalk and bicycle facilities

Status

- Caltrans approved encroachment permit June 9, 2022; CTC approved allocation of \$217.9M June 30, 2022
- Golf course mitigation work, early action activity is progressing as scheduled
- Construction bids being finalized; approval for funding agreement for construction to be considered by Metro Board in January 2023

Challenges

- Volatility of material costs may result in higher construction costs



SR-14 Improvements – North County



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open

Purpose and Scope

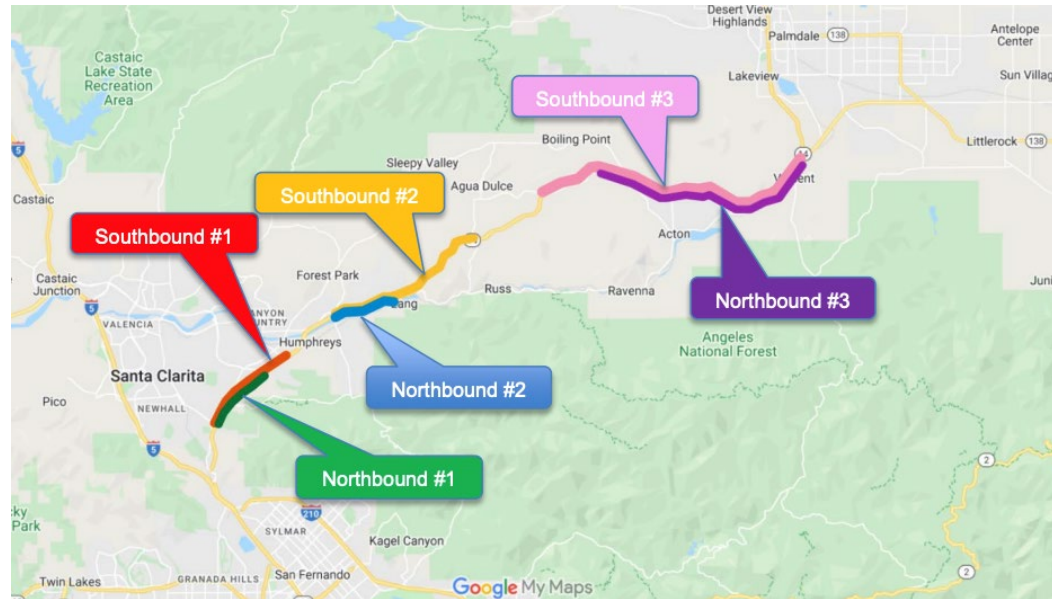
- Project Limits - Newhall Ave UC to Pearblossom Highway
- Address traffic safety concerns (higher than state average accident rates)
- Improvements may include lane additions (where there are gaps), realigning ramps, widening structures, constructing retaining walls and modifying drainage

Multimodal Elements

- Environmental document will evaluate a broad range of alternatives that will be inclusive of multimodal elements (e.g., commuter rail, bike, ped improvements)

Status

- North County Transportation Commission allocated \$4.7M in Measure M funds for Environmental Phase
- Project's detailed scope, schedule and cost estimate currently in preparation for execution



Challenges

- VMT analysis and potential mitigation