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Agenda - Final 2nd Revised

Thursday, December 3, 2020

10:00 AM

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Board of Directors - Regular Board Meeting

Eric Garcetti, Chair

Hilda L. Solis, 1st Vice Chair

Ara Najarian, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Jacquelyn Dupont-Walker

John Fasana

Robert Garcia

Janice Hahn

Paul Krekorian

Sheila Kuehl

Mark Ridley-Thomas

Tony Tavares, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD 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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x3 *中文 (Chinese)*

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CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 8, 11, 12, 14, 16, 17, 25, 26, 27, 28, 32, 38, 39, and 40.

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

CONSENT CALENDAR

2. SUBJECT: MINUTES

[2020-0786](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 22, 2020.

Attachments:

[Regular Board Meeting MINUTES - October 22, 2020](#)

**FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING
RECOMMENDATION (4-0):**

- 5. SUBJECT: LEASE AGREEMENT FOR METRO OPERATOR LAYOVER
OFFICE, 8305 HINDRY AVENUE, LOS ANGELES**

[2020-0670](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a three (3)-year lease agreement with two (2) one-year options commencing December 1, 2020 with Priceless Westchester Investment, LLC ("Lessor"), for the LA Metro rail operator layover space located at 8305 Hindry Avenue in Los Angeles at a rate of \$4,810.00 per month with escalations of three percent (3%) annually and approximately \$500,000 in tenant improvements for a total of \$906,627.39 over the initial term and options, if needed (see Attachment B - Deal Points).

Attachments: [Attachment A - Lease Location and Plan Draft](#)
 [Attachment B - Deal Points](#)
 [Attachment C - Rent Comparison](#)

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

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

[2020-0671](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of additional \$1,214,476 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Modal Connectivity and Complete Streets Program, as shown in Attachment A;
2. Programming of additional \$3,951,366 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B;
3. Inter-program borrowing and programming of additional \$1,820,407 from the Subregion's Measure M MSP - Modal Connectivity and Complete Streets Program to the Measure M MSP - Active Transportation Program, as shown in Attachment C;
4. Deobligating of \$1,140,000 previously approved Measure M MSP - Highway Efficiency, Noise Mitigation and Arterial Program, as shown in Attachment D; and

B. AUTHORIZING the CEO or his 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 Program Project List](#)
 [Attachment C - Active Transportation Project List](#)
 [Attachment D - Highway Efficiency, Noise Mitigation, Arterial Project List](#)

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

- 11. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT [2019-0431](#)**
 FIRST/LAST MILE PLAN

RECOMMENDATION

CONSIDER:

1. ADOPTING East San Fernando Valley Light Rail Transit First/Last Mile Plan (Attachment A); and
2. DIRECTING staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines.

Attachments: [Attachment A - ESFVLRT FLM Plan](#)
 [Attachment B - Selected Projects List](#)
 [Presentation](#)

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

- 12. SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT [2020-0660](#)**

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute an amendment to an existing Exclusive Negotiation Agreement and Planning Document ("ENA") with East LA Community Corporation ("ELACC"), that extends the term of the ENA six (6) months to June 15, 2021 and provides for three additional six (6) month extensions;
- B. DIRECTING staff to establish key milestones in the amended ENA for community outreach and cultural preservation; and
- C. DIRECTING staff to report back to the Board prior to the exercise of any of the three options to extend.

Attachments: [Attachment A - Site Map](#)
 [Presentation](#)

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

- 14. SUBJECT: SEPULVEDA TRANSIT CORRIDOR COMMUNITY
PARTICIPATION PROGRAM**

[2020-0689](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 54-month, firm fixed price Contract No. PS68039000 to Arellano Associates LLC, for the Sepulveda Transit Corridor Community Participation Program, in the total amount of \$4,861,759 (inclusive of four optional tasks: Task 3.1.1 for Copywriting and Mailing Support in the amount of \$81,417, Task 4.1.1 for Printing in the amount of \$25,167, Task 5.2 for Video Production in the amount of \$167,234, and Task 11 for the expansion of the program to include the Westside-LAX area in the amount of \$1,073,011), subject to the resolution of protest(s), if any.

Attachments: [Attachment A - Procurement Summary Sepulveda Outreach 1](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Metro 2019 Public Participation Plan](#)
 [Presentation](#)

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE
FOLLOWING RECOMMENDATION (4-0):**

- 16. SUBJECT: ELECTRICAL HARNESS KITS**

[2020-0648](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a four-year, indefinite delivery, indefinite quantity Contract No. SD69847000 to DSM&T Company Inc., the lowest responsive and responsible bidder for electrical harness kits. The Contract two-year base amount is \$696,420 inclusive of sales tax with a one-year option amount of \$435,263, inclusive of sales tax and a second-year option amount of \$435,262, for a total contract amount of \$1,566,945, subject to resolution of protest(s), if any.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 17. SUBJECT: PARTS WASHER SERVICES FOR METRO BUS AND RAIL MAINTENANCE FACILITIES**

[2020-0703](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. PS193893601 with FRS Environmental, Inc., to provide parts washer leasing, maintenance and repair services to increase contract value by \$100,000 from \$1,346,202 to a total not-to-exceed contract amount of \$1,446,202 and extending the period of performance from January 31, 2021 to April 30, 2021.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 25. SUBJECT: NEAR ZERO NATURAL GAS FUELED ENGINES**

[2020-0261](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, indefinite delivery/indefinite quantity Contract No. MA67067000 for Near Zero Emission Natural Gas Fueled Heavy Duty Engines to Cummins Pacific, LLC for a not-to-exceed amount of \$55,716,263, inclusive of sales tax.

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

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

- 26. SUBJECT: FY20 TRANSIT SECURITY GRANT PROGRAM AWARD FOR FACILITIES HARDENING, VIDEO MANAGEMENT SYSTEM/SECURITY INTELLIGENCE AND CYBER-SECURITY**

[2020-0725](#)

RECOMMENDATION

ESTABLISH the Life-of-Project for the following capital projects:

- A. **INCREASE the Life-of-Project for Facilities Hardening by \$2,168,027.80 to \$3,298,827.80.** The project was awarded FY20 Transit Security Grant Program (TSGP) funds of \$3,500,000, and

\$1,331,972.20 (38%) was aligned with the Metro Center Street Project LOP approved in October 2020.

- B. **APPROVE the Life-of-Project for Video Management System/Security Intelligence for \$632,189.40.** The project was awarded Transit Security Grant Program (TSGP) funds of \$5,268,245, and \$4,636,055.60 (88%) was aligned with the Metro Center Street Project LOP approved in October 2020.
- C. **APPROVE the Life-of-Project for Cyber Security Architecture Assessments for \$2,079,807.80.** The project was awarded Transit Security Grant Program (TSGP) funds of \$3,411,780, and \$1,331,972.20 (39%) was aligned with the Metro Center Street Project LOP approved in October 2020.
- D. **Amend the FY21 Budget** to include the FY20 TSGP grant award of \$4,880,025.00.

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

27. **SUBJECT: I-5 SOUTH CAPACITY ENHANCEMENTS FROM ORANGE COUNTY LINE TO I-605; SEGMENT 2 (Valley View)**

[2020-0561](#)

RECOMMENDATION

AUTHORIZE Contract Modification No. 11 Supplemental 3 (CCO 11S3) by the California Department of Transportation (Caltrans) for the construction contract of Segment 2 (Valley View) of the I-5 South Capacity Enhancements Project from Orange County Line to I-605 (Project) under Funding Agreement No. MOU.P0004292, Amendment No. 4, in the amount of up to \$500,000 within the overall corridor Life of Project (LOP) budget.

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

28. **SUBJECT: I-5 SOUTH CAPACITY ENHANCEMENTS FROM ORANGE COUNTY LINE TO I-605; SEGMENT 4 (Imperial)**

[2020-0723](#)

RECOMMENDATION

AUTHORIZE Contract Modification No. 141 (CCO 141) by the California Department of Transportation (Caltrans) for the construction contract of Segment 4 (Imperial Highway) of the I-5 South Capacity Enhancements Project from Orange County Line to I-605 (Project) under Funding Agreement No. MOU.P0004292, Amendment No. 4, in the amount of up to **\$1,230,002.97** ~~1,230,003.23~~ within the overall corridor Life of Project (LOP) budget.

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(4-0-1):**

32. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION

[2020-0610](#)

RECOMMENDATION

AUTHORIZE:

A. The Chief Executive Officer to execute a cost-plus fixed fee Contract No. PS66383MC077 with PreScience Corporation to provide construction support services for the Rosecrans/Marquardt Grade Separation Project, at the negotiated contract amount not-to-exceed \$4,397,321.49 for 4 years plus a 1-year option at \$838,462, staff will return to the Board to approve the exercise the option should it be necessary; and

B. Contract Modification Authority in the amount of \$439,732 or 10% of the total contract not-to-exceed amount and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

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

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION
(6-0):**

38. SUBJECT: RAIL STATION NAMES

[2020-0653](#)

RECOMMENDATION

ADOPT Station names for Purple (D Line) Extension Section 1. Adopt the following official and operational station names for the three (3) stations that comprise Metro Rail's Purple (D Line) Extension Section 1:

<u>Official Station Name</u>	<u>Operational Station Name</u>
1. Wilshire / La Brea	Wilshire / La Brea
2. Wilshire / Fairfax	Wilshire / Fairfax
3. Wilshire / La Cienega	Wilshire / La Cienega

Attachments: [Attachment A - Property Naming Policy](#)
 [Attachment B - Map of Purple \(D Line\) Extension Project Section 1 Stations](#)
 [Attachment C - Station Naming Survey Report](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(6-0):

- 39. SUBJECT: RECOVERY TASK FORCE DRAFT FINAL
RECOMMENDATIONS**

[2020-0739](#)

RECOMMENDATION

RECEIVE oral report on Recovery Task Force Draft Final Recommendations.

Attachments: [Presentation](#)

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

- 40. SUBJECT: ELECTRIFICATION OF THE SILVER LINE AND METRO'S
FLEET**

[2020-0781](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Solis, Butts, and Bonin that the Board direct the CEO to:

- A. Meet with the County of Los Angeles, City of Los Angeles, the Ports of Long Beach and Los Angeles, and neighboring transit agencies to discuss potential private property, joint-use, and public right of way opportunities for charging stations that could serve the Harbor Area, beginning with the Silver Line
- B. Provide recommendations on how to fully electrify the Silver Line in the Zero Emission Bus Implementation Master Plan due before the Board in Spring of 2021
- C. Continue Silver Line service to San Pedro until the Board discusses and chooses a recommendation on how to move forward

NON-CONSENT

- 3. SUBJECT: REMARKS BY THE CHAIR**

[2020-0789](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

- Presentations in honor of Director Ridley-Thomas and Director Fasana

- 4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

[2020-0790](#)

RECOMMENDATION

RECEIVE report by the **Chief Executive Officer**.

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

**10. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT
FINAL ENVIRONMENTAL IMPACT REPORT**

[2020-0024](#)

RECOMMENDATION

CONSIDER:

- A. Approving the East San Fernando Valley Transit Corridor Project (Project), an at-grade light rail transit (LRT) line with 14 stations;
- B. Certifying, in accordance with the California Environmental Quality Act, the Final Environmental Impact Report, which includes an option to construct the Project in phases;
- C. Adopting, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Plan;
- D. Authorizing the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse; and
- E. Instructing staff, in coordination with the FTA, to work with the Southern California Regional Rail Authority (SCRRA) and the City of San Fernando to address new issues raised along the 2.5-mile shared railroad ROW.
 - Report back to the Board on any supplemental environmental clearance, design evaluations and associated traffic analysis needed. This will be done prior to proceeding with any construction activities on this section of the alignment.
- F. Instructing staff, in coordination with the City of Los Angeles to identify a preferred First/Last Mile parallel bike route to replace the existing bike lanes on Van Nuys Boulevard which would be displaced by the LRT project in the Panorama City and Pacoima communities.
 - Report back to the Board with a plan to provide the interim replacement bike lanes during the construction period and permanent replacement bike lanes by the time of the opening of the East SFV Transit Project.

Attachments: [Attachment A - Executive Summary](#)
 [Attachment B - Findings of Fact and Statement of Overriding Considerations](#)
 [Attachment C - Mitigation Monitoring and Reporting Program](#)
 [Attachment D - Metro G Line/Project Connection](#)
 [Presentation](#)

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

**10.1. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT
FINAL ENVIRONMENTAL IMPACT REPORT**

[2020-0780](#)

RECOMMENDATION

APPROVE Motion by Directors Najarian and Kuehl that the CEO direct staff to develop a plan to complete the necessary studies as expeditiously as possible. The plan should include an analysis of data and a path forward for all parties, including Metrolink, with mitigative options, which may or may not include grade separations, be brought back to the Planning and Programming Committee in February 2021.

12.1. SUBJECT: CULTURAL PRESERVATION AT MARIACHI PLAZA

[2020-0816](#)

RECOMMENDATION

APPROVE Motion by Directors Solis and Dupont-Walker that the Board direct the Chief Executive Officer to report back at the May 2021 Planning and Programming Committee meeting with:

- A. Recommendations to streamline the management of Mariachi Plaza as it relates to event programming and maintenance. Metro should collaborate with the City of Los Angeles and Boyle Heights stakeholders to identify potential management frameworks.
- B. A cultural preservation strategy for Mariachi Plaza developed in partnership with the City of Los Angeles, and local Boyle Heights stakeholders. The strategy should consider data on the use of the plaza, including the number of artists and musicians that utilize the plaza for performances, in order to ensure that the history and cultural significance of Mariachi Plaza is preserved, celebrated and uplifted.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to collaborate with the East Los Angeles Community Corporation to explore strategies to meet the housing needs of the immediate neighborhood, especially people experiencing homelessness, and to report back at the May 2021 Planning and Programming Committee prior to execution of any further extension options.

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

13. SUBJECT: 1ST & SOTO JOINT DEVELOPMENT

[2020-0645](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to an existing Exclusive Negotiation Agreement and Planning Document with a joint venture between Bridge Housing Corporation - Southern California and East LA Community Corporation extending the term for twelve (12) months to December 30, 2021 and providing for up to an additional twelve-month term extension, if deemed necessary or prudent, to allow for the continued pursuit of a joint development of Metro-owned property at 1st and Soto Streets in Boyle Heights.

Attachments: [Attachment A - Site Plan](#)
 [Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

20. SUBJECT: 2020 CUSTOMER EXPERIENCE PLAN

[2020-0683](#)

RECOMMENDATION

ADOPT the 2020 Customer Experience Plan.

Attachments: [Attachment A - 2020 Customer Experience Plan](#)
 [Attachment B - Motion 38.1 NextGen Bus Study Service Parameters](#)
 [Attachment C - Customer Experience Motion 38.1 Response](#)
 [Presentation](#)
 [Presentation - Regular Board Meeting](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

35. SUBJECT: 2021 LEGISLATIVE PROGRAM

[2020-0734](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2021 Federal Legislative Program as outlined in Attachment A; and

C. ADOPTING the proposed 2021 State Legislative Program as outlined in Attachment B.

Attachments: [ATTACHMENT A - 2021 Federal Legislative Program Goals](#)
 [ATTACHMENT B - 2021 State Legislative Program Goals](#)

**35.1. SUBJECT: LEGISLATIVE & FUNDING PRIORITIES FOR NEW RAIL
VEHICLE TECHNOLOGIES**

[2020-0814](#)

RECOMMENDATION

APPROVE Motion by Directors Barger, Najarian, Garcetti, Krekorian, and Hahn that the 2021 Federal and State Legislative Program Goals be amended to include the following:

Support legislation and funding programs that promote the accelerated certification of new rail vehicle technologies, prioritizing zero emission propulsion, and pilot programs which test their viability, and pursue funding opportunities to deploy such technology whenever and wherever they become available.

41. SUBJECT: UPDATE CRENSHAW/LAX PROJECT

[2020-0669](#)

RECOMMENDATION

RECEIVE oral report on Crenshaw/LAX Project.

Attachments: [Presentation](#)

42. SUBJECT: 2028 MOBILITY CONCEPT PLAN

[2020-0815](#)

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Hahn, Kuehl, Butts, and Garcia that the Board direct the CEO to:

A. In consultation with LA28, the cities of Los Angeles, Inglewood, Carson, and Long Beach, Caltrans, Metrolink, and other relevant jurisdictions, prepare a mobility concept plan of permanent transit and transit-supportive projects and programs that can help serve the 2028 Olympic and Paralympic Games, including but not limited to:

1. Core Transportation Modes
 - i. 28 by '28 projects;
 - ii. NextGen bus-only lanes and bus priority infrastructure (e.g., ATMS);

-
- iii. Metro Rail service optimization and reliability improvements (e.g., Flower St. Wye, Centinela Grade Separation);
 - iv. Zero Emission Buses and charging infrastructure;
 - v. Regional rail improvements;
 - vi. Regionally-significant active transportation corridors and connections;
- 2. First-Last Mile Connectivity
 - i. Station and bus stop area sidewalk and bicycle improvements;
 - ii. Slow streets, open streets, and other local activations;
 - iii. Partnerships on street furniture and shade/tree cover detailed in the Customer Experience Plan;
 - iv. Microtransit and micromobility;
 - 3. Additional Projects and Programs
 - i. Transportation Demand Management;
 - ii. Congestion Pricing;
 - iii. ExpressLanes;
 - iv. Inglewood Transit Connector to L.A. Stadium;
 - v. Fare capping and regional fare integration;
 - vi. Connected Corridors, RIITS, and other innovative regional traffic management solutions;
 - vii. Logistics and goods movement, including policy and technology solutions to improve last-mile delivery;
- B. Identify an interdisciplinary Metro task force to pursue the above mobility concept plan and integrate that plan into LA28's ongoing studies and the Mobility Working Group's overall 2028 Mobility Strategy;
 - C. Develop, with LA28, an Olympic Games-related federal engagement strategy and funding priority proposal, including 28 by '28 projects and projects/programs identified under the above mobility concept plan;
 - D. Initiate conversations with other Southern California county transportation agencies on regional transportation priorities and cross-county investments in support of the 2028 Olympic and Paralympic Games, such as federal advocacy, Metrolink, and ExpressLanes;
 - E. Report on all the above to the Executive Management Committee at the March 2021 Board cycle; and
 - F. Report bi-annually to the Board thereafter on the mobility concept plan, LA28 Mobility Working Group status, funding advocacy, and any other relevant LA28 preparedness efforts.

43. SUBJECT: BUSES WITH OPTIONAL LEFT-SIDE BOARDING

[2020-0813](#)

RECOMMENDATION

APPROVE Motion by Directors Bonin, Solis, Najarian, Krekorian, and Kuehl that the Board direct the CEO to report back to the Planning & Programming Committee in February 2021 with the following information:

- A. Which projects could benefit from the additional street design flexibility created by left-side bus boarding? Can community-supported amenities, such as street trees, medians, and bike lanes be added/retained if left-side boarding is introduced?
- B. What tradeoffs are there for passenger capacity and/or customer experience, if any?
- C. How did other U.S. transit agencies procure their buses with boarding on both sides and are those procurement options available to Metro?
- D. How many buses would need to have this feature if left-side boarding were pursued on BRT projects currently under development? What would be the marginal capital and/or operational/maintenance costs, if any?
- E. Would existing BRT lines, such as the Silver Line, operationally benefit from the introduction of left-side boarding?
- F. How could buses with boarding on both sides be incorporated into upcoming purchases of electric buses?

**44. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3
PROJECT**

[2020-0746](#)

RECOMMENDATION

CONSIDER:

- A. Holding a public hearing on the proposed Resolution of Necessity.
- B. Adopt the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Subsurface Tunnel Easements in the parcels identified on Attachment "A". The parcels listed above are herein referred to as "the Property."

(REQUIRES 2/3 VOTE OF THE BOARD)

Attachments: [Attachment A- List of Parcels included in Resolutions](#)
 [Attachment B- Staff Report](#)
 [Presentation](#)

END OF NON-CONSENT ITEMS

SUBJECT: GENERAL PUBLIC COMMENT

[2020-0776](#)

RECEIVE General Public Comment

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

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

Adjournment



Metro

Board Report

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

File #: 2020-0786, **File Type:** Minutes

Agenda Number: 2.

REGULAR BOARD MEETING DECEMBER 3, 2020

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 22, 2020.



MINUTES

Thursday, October 22, 2020

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Eric Garcetti, Chair
Hilda L. Solis, 1st Vice Chair
Ara Najarian, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
Paul Krekorian
Sheila Kuehl
Mark Ridley-Thomas
John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER: 10:03 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 9, 11, 13, 15, 16, 17, 18, 19, 23, 24, 24.1, 28, 29*, 30, 35, and 40.

Consent Calendar items were approved by one vote except for item 23 which was held by a Director for discussion and/or separate action.

*Item required 2/3 vote

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

2. **SUBJECT: MINUTES** 2020-0714

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held September 24, 2020.

3. **SUBJECT: REMARKS BY THE CHAIR** 2020-0711

RECEIVED remarks by the **Chair**.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
P	P	P	P	P	P	P	P	P	P	P	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** 2020-0712

RECEIVED report by the **Chief Executive Officer**.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
P	P	P	P	P	P	P	P	P	P	P	P	P

5. **SUBJECT: SALE OF EXEMPT SURPLUS LAND** 2020-0649

AUTHORIZED ON CONSENT CALENDAR declaring that a portion of 13700 Rosecrans Avenue (shown in Attachment A) is not necessary for use by LACMTA and is "exempt surplus land" as defined in Section 54221(f)(1) (C) of the California Surplus Land Act (the "Act") (California Gov. Code Sections 54220-54234).

PK = P. Krekorian	HS = H. Solis	KB = K. Barger	RG = R. Garcia
JF = J. Fasana	JB = J. Butts	JDW = J. Dupont-Walker	
JH = J. Hahn	EG = E. Garcetti	MRT = M. Ridley-Thomas	
MB = M. Bonin	SK = S. Kuehl	AN = A. Najarian	

LEGEND: Y = YES, N = NO, C = HARD CONFLICT, S = SOFT CONFLICT ABS = ABSTAIN, A = ABSENT, P = PRESENT

6. SUBJECT: METRO FREEWAY SERVICE PATROL

2020-0434

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. INCREASE Contract Modification Authority (CMA) to 27 existing Freeway Service Patrol (FSP) contracts as delineated below for an aggregate amount of \$8,915,000 thereby increasing the CMA amount from \$20,004,130 to \$28,919,130 and extend the periods of performance as follows:

- Beat no. 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$210,000 for up to 7 months
- Beat no. 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$240,000 for up to 7 months
- Beat no. 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$180,000 for up to 7 months
- Beat no. 7: Girard & Peterson Contract No. FSP3469900B7/11, for \$245,000 for up to 7 months
- Beat no. 10: Neighborhood Towing 4 U Contract No. FSP3848100FSP1410, for \$440,000 for up to 8 months
- Beat no. 11: Girard & Peterson Contract No. FSP3469900B7/11, for \$270,000 for up to 7 months
- Beat no. 12: Tip Top Tow Contract No. FSP2826700FSP14, for \$460,000 for up to 8 months
- Beat no. 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$230,000 for up to 7 months
- Beat no. 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$315,000 for up to 7 months
- Beat no. 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$460,000 for up to 7 months
- Beat no. 21: Bob's Towing Contract No. FSP2839000FSP1421, for \$535,000 for up to 8 months
- Beat no. 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$410,000 for up to 7 months
- Beat no. 27: Hovanwil, Inc. dba Jon's Towing Contract No. FSP3470400B27/39, for \$295,000 for up to 7 months
- Beat no. 28: Hadley Tow Contract No. FSP3847300FSP1428, for \$445,000 for up to 7 months
- Beat no. 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for \$170,000 for up to 7 months
- Beat no. 31: Navarro's Towing Contract No. FSP3470700B31/50, for \$360,000 for up to 7 months

(Continued on next page)

(Item 6 – continued from previous page)

- Beat no. 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$325,000 for up to 7 months
- Beat no. 34: South Coast Towing, Inc. Contract No. FSP2839600FSP1434, for \$495,000 for up to 8 months
- Beat no. 36: Hadley Tow Contract No. FSP2841400FSP1436, for \$510,000 for up to 7 months
- Beat no. 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$330,000 for up to 7 months
- Beat no. 38: Steve's Towing Contract No. FSP38468001438, for \$475,000 for up to 7 months
- Beat no. 39: Hovanwil, Inc. dba Jon's Towing Contract No. FSP5966400FSPB39, for \$170,000 for up to 7 months
- Beat no. 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$345,000 for up to 7 months
- Beat no. 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$240,000 for up to 7 months
- Beat no. 50: Navarro's Towing Contract No. FSP3470700B31/50, for \$280,000 for up to 7 months
- Beat no. 70: Tip Top Tow Contract No. FSP3471300B70, for \$260,000 for up to 8 months
- Beat no. 71: Bob & Dave's Towing, Inc. Contract No. FSP3471500B71, for \$220,000 for up to 8 months

7. SUBJECT: AUDIT SERVICES BENCH FY2018 to FY2022

2020-0606

AUTHORIZED ON CONSENT CALENDAR:

- A. the Chief Executive Officer to execute Modification No. 3 to Contract Nos. PS36627000 through PS36627004, PS36627006, PS36627008, PS36627009, PS36627011 through PS36627018 to exercise the first, one-year option, extending the contract term from January 1, 2021 to December 31, 2021; and increasing the total authorized not-to-exceed amount by \$2,288,000 from \$6,864,000 to \$9,152,000; and
- B. AWARDING AND EXECUTING task orders for an aggregate not-to-exceed amount of \$9,152,000.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
	C					C						

9. **SUBJECT: FY21 AUDIT PLAN**

2020-0633

ADOPTED ON CONSENT CALENDAR the FY21 Proposed Audit Plan.

10. **SUBJECT: MEASURE R SHORT-TERM BORROWING PROGRAM**

2020-0469

AUTHORIZED the Chief Executive Officer to:

- A. REPLACE the direct purchase revolving credit facilities ("RCF") and drawdown bond facility ("DBF") with a Measure R Commercial Paper Program, finalize negotiations with the recommended banks and execute agreements and related documents:
1. REPLACE the RCFs currently being provided by Bank of the West ("BW") of \$50 million and State Street Public Lending Corporation ("State Street") of \$100 million with a Direct-pay Letter of Credit ("LOC") to be provided by State Street Public Lending Corporation for a committed principal amount of \$100 million for a two-year term at an estimated cost of \$1.3 million including interest, legal fees and other related expenses.
 2. REPLACE the DBF currently being provided by RBC Capital Markets, LLC ("RBC") of \$150 million with a LOC provided by Bank of America, N.A. ("BANA") for a committed principal amount of \$90 million for a two-year term at an estimated cost of \$1.4 million including interest, legal fees and other related expenses.
- B. If unable to reach agreement with one or more of the recommended banks described above, authorize the Chief Executive Officer to finalize negotiations with each successively ranked bank for LOCs and/or RCFs having two-year terms and the estimated costs shown in **Attachment A**.
- C. ADOPT a resolution with respect to the Measure R short-term program that approves the selection of State Street and BANA or such other banks selected by the Chief Executive Officer for the Measure R short-term program, and the forms of the supplemental trust agreement, issuing and paying agent agreement, dealer agreement, reimbursement agreements, and commercial paper offering memorandum in substantially similar form with those on file with the Board Secretary and that makes certain benefits findings in compliance with the Government Code, **Attachment B**.

(Required separate, simple majority Board vote)

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	C	Y	Y	Y	C	C	Y	C	C	Y	C	Y

11. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM 2020-0607

APPROVED ON CONSENT CALENDAR the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$32,584,888 in fiscal year (FY) 2020-21 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program; and
- B. APPROVE the regional SGR Project List for FY20-21; and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations and guidelines.

12. SUBJECT: TECHNOLOGY INFRASTRUCTURE ENGINEERING SERVICES 2020-0590

AUTHORIZED the Chief Executive Officer to:

- A. AWARD a five-year, firm fixed unit rate Contract No. PS67661000 to Birdi Systems, Inc. (Birdi), for technology infrastructure engineering services supporting new facility Measure M and existing Metro facilities upgrade projects in an amount not to exceed \$10,600,000, effective November 2020, subject to resolution of protest(s), if any.
- B. EXECUTE individual task orders under the Contract for technology infrastructure engineering services for an aggregate not-to-exceed amount of \$10,600,000.

KB	MRT	JF	JDW	MB	EG*	HS	AN	RG	JB	PK	JH	SK*
C	C	Y	Y	Y	Y	C	Y	C	Y	C	C	Y

*SELECTED UNDER RULE OF NECESSITY

13. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - FIELD INVESTIGATION OF UTILITIES 2020-0589

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 00009 to Contract No. AE58083E0129 with Gannet Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for field confirmation of utility conflicts consisting of potholing and slot trenching along Van Nuys Blvd. for Segment A (Oxnard Blvd to Covello St.), in the amount of \$1,691,789 increasing the total Contract amount from \$62,028,016 to \$63,719,805.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
C										C		

15. SUBJECT: TRANSIT ORIENTED COMMUNITIES IMPLEMENTATION PLAN 2020-0110

APPROVED ON CONSENT CALENDAR:

1. the Transit Oriented Communities (TOC) Implementation Plan (Attachment A) and the TOC Grant Writing and Technical Assistance Program Guidelines (Attachment B); and
2. AUTHORIZED the Chief Executive Officer or designee to enter into multiple agreements with Los Angeles County cities, the County of Los Angeles, and other eligible entities to fund TOC Grant Writing and Technical Assistance recommended in the TOC Implementation Plan in an aggregate amount not to exceed \$5,000,000, subject to annual budget programming.

16. SUBJECT: LOS ANGELES UNION STATION FORECOURT AND ESPLANADE IMPROVEMENTS 2020-0503

APPROVED ON CONSENT CALENDAR the Addendum No. 2 to the Final Environmental Impact Report for the Los Angeles Union Station Forecourt and Esplanade Improvements Project.

17. SUBJECT: REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES 2020-0449

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

- A. AWARD six, five-year base on-call contracts with two, one-year option terms, for Regional Rail Strategic Financial Advisory On-Call Services to the firms listed below for a total not-to-exceed amount of \$6 million for the initial five-year base contract and \$1 million for each one-year option term, for a total not-to-exceed cumulative amount of \$8 million, subject to resolution of protest(s) if any.

Discipline 1: Financial Advisory Support Services

1. Deloitte Transactions and Business Analytics LLP - Contract No. PS66571-2000
2. Ernst & Young Infrastructure Advisors, LLC - Contract No. PS66571-2001
3. InfraStrategies LLC - Contract No. PS66571-2002
4. Sperry Capital, Inc. - Contract No. PS66571-2003

(Continued on next page)

(Item 17 – continued from previous page)

Discipline 2: Strategic Advisory/Advocacy Services

1. WSP USA, Inc. - Contract No. PS66571-2004
2. Deloitte Transactions and Business Analytics LLP - Contract No. PS66571-2005; and

B. EXECUTE or delegate the execution of Task Orders within the approved not-to-exceed cumulative value of \$8 million.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
C	C			C	C			C	C			

**18. SUBJECT: TRANSFER OF PROPERTY TO CITY OF LOS ANGELES 2020-0582
FOR DESTINATION CRENSHAW PROJECT**

AUTHORIZED ON CONSENT CALENDAR:

A. DECLARING that 4444 Crenshaw Boulevard (the "Property," as described in Exhibit A and depicted in Exhibit B) is not necessary for use by Metro and is "exempt surplus land" as defined in Section 54221(f)(1) of the California Surplus Land Act, as amended; and

B. AUTHORIZED the Chief Executive Officer ("CEO") to execute any necessary documents to transfer the Property to the City of Los Angeles ("City"), in support of Destination Crenshaw (defined below) with land value waived, provided that City assume all Rights and Obligations (also defined below) associated with the Property.

**19. SUBJECT: GATEWAY HEADQUARTERS BUILDING AND UNION 2020-0591
STATION EAST PORTAL ELEVATOR AND ESCALATOR
MAINTENANCE**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1680130003367 to provide inspections, comprehensive preventative maintenance and repairs of elevators, escalators, associated systems and equipment at Gateway Headquarters Building and Union Station East Portal, with Elevators Etc. LP., for a not-to-exceed amount of \$4,539,115, effective March 1, 2021 through October 31, 2023, subject to resolution of protest(s), if any.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
	C				C			C			C	

22. SUBJECT: NEXTGEN BUS PLAN**2020-0617****APPROVED**

- A. the NextGen Bus Plan, as adjusted through the public outreach and public hearing process, for implementation starting December 2020, and
- B. the results of the Title VI Service Equity Analysis for the NextGen Bus Plan

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	A	Y	Y	Y	Y	Y	N	Y

23. SUBJECT: MICROTRANSIT OPERATIONS**2020-0122**

AUTHORIZED AS AMENDED the Chief Executive Officer to:

- A. APPROVE the proposed MicroTransit Fare Structure
- B. APPROVE adjustments to Service Zones per the NextGen Bus Plan

BONIN AMENDMENT: Return to the Board prior to ending the \$1.00 promotional fare

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y

24. SUBJECT: REGIONAL CONNECTOR SERVICE PLAN**2020-0613**

APPROVED ON CONSENT CALENDAR Alternative A (Long Beach - APU/Citrus College and Santa Monica - Atlantic) as the opening day service plan for Regional Connector.

24.1.SUBJECT: REGIONAL CONNECTOR OPERATIONS**2020-0707**

APPROVED ON CONSENT CALENDAR Motion by Directors Garcia, Garcetti, Solis, Hahn, Ridley-Thomas, and Bonin that the Chief Executive Officer direct Metro staff to do the following:

- A. EVALUATE all three lines A, E, and L - for locations that most frequently cause delays and/or require schedule padding because of reliability issues; and IDENTIFY mechanisms to mitigate the identified challenges, including estimates;

(Continued on next page)

(Item 24.1 -- continued from previous page)

- B. EXPAND the work of the E Line collaboration with LADOT to include the A Line street-running segments in the City of Los Angeles to achieve at least an average of 90% intersection clearance rate;
- C. FURTHER EVALUATE and provide preliminary cost estimates for the three alternatives, as discussed in the July 2017 receive and file report, to address delays at the Washington/Flower Wye;
- D. IDENTIFY additional measures that can be undertaken to further reduce the travel time on the A Line between Downtown Long Beach Station and 7th Street/Metro Center, in order to achieve the 10-minute reduction commitment;
- E. IDENTIFY up to \$30 million in funds eligible for the proposed improvements identified in the above four items, including outreach and engineering for project development;
- F. Report back on all of the above-identified items by January 2021.

28. SUBJECT: BIOMETHANE PROVIDERS

2020-0584

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD three (3) Indefinite Delivery/Indefinite Quantity Contracts under Request for Proposal (RFP) No. OP59812 each for five (5) years, plus a three (3)-year option, for a combined total Not-To-Exceed amount of \$66,893,882 for Renewable Natural Gas (RNG) to Clean Energy Renewables, Shell Corporation, and Trillium for Metro's Divisions 8, 9, 10,13,15 and 18. Board approval of contract awards is subject to resolution of any properly submitted protest(s) and
- B. AWARD Individual Transaction Confirmations (also known as Task Orders) to the qualified Renewable Natural Gas (RNG) suppliers for up to a not-to-exceed of \$5,000,000 each, not greater than the total combined Not-To-Exceed value of \$66,893,882.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
											C	

29. SUBJECT: AIRPORT METRO CONNECTOR PROJECT**2020-0597**

APPROVED ON CONSENT CALENDAR BY A 2/3 VOTE:

AUTHORIZING the CEO to direct specific Rail and Bus operations, communications and security equipment from single sources and to procure subcontracts to design, program and install proprietary rail and rail-car operating systems and equipment for the Airport Metro Connector (AMC) Project in order to safely and securely link critical station infrastructure with the currently installed rail systems and equipment on the Crenshaw/LAX Line (CLAX).

(REQUIRED 2/3 BOARD VOTE)

30. SUBJECT: METRO CENTER PROJECT CONSTRUCTION SUPPORT 2020-0200 SERVICES

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE a two (2)-year cost-plus fixed fee Contract No. PS66100MC076 with Center Street Partners, a Joint Venture between Anser Advisory LLC and STV Construction, Inc. to provide Construction Support Services (CSS) for the Metro Center Project (Project) for a base period of two (2) years in the amount of \$5,034,542.50; and
- B. EXECUTE individual Contract Modifications within the approved Life of Project Budget.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
C					C			C	C		C	

35. SUBJECT: METRO CENTER PROJECT**2020-0563**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed-price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co. LLC, the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project) in the amount of \$81,487,000;

(Continued on next page)

(Item 35 – continued from previous page)

- B. ALIGN the Life-of-Project Budget (LOP) of \$112.7 million to \$130,688,310 including \$113.5 million state Prop 1B California Transit Security Grant (CTSG) fund, \$7.3 million Federal Emergency Management Agency (FEMA) Transit Security Program grant funds and approximately \$9.888 million of TDA Art 4 local funds;
- C. AMEND the FY 21 LACMTA budget for the Project by \$44,101,978 using Prop1B CTSG funds.
- D. NEGOTIATE the Chief Executive Officer to negotiate and execute all agreements, task orders and contract modifications, including design-build options necessary up to the LOP budget to complete the above actions.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
ABS								C	C			

40. SUBJECT: METRO TRAINING AND INNOVATION CENTER

2020-0614

AUTHORIZED ON CONSENT CALENDAR:

- A. the Chief Executive Officer to negotiate and execute with Primestor Development LLC, a Delaware limited liability company (or an affiliated entity that owns the relevant portion of the Vermont and Manchester Mixed-Use Development Project) (Developer) and other necessary parties (1) a 15-year office lease (Attachment B) for the Metro Training and Innovation Center (MTIC) commencing approximately October 1, 2023; and (2) all other legal documents necessary or desirable to effectuate the transactions; and
- B. APPROVED the Life of Project (LOP) Budget of \$19,900,000 for the MTIC.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
	C					C						

42. SUBJECT: I-605 CORRIDOR IMPROVEMENT PROJECT BUILD ALTERNATIVES

2020-0733

APPROVED Motion by Directors Solis, Hahn, Garcia, Fasana, Garcetti, and Bonin that the Board direct the Chief Executive Officer to report back to the Planning and Programming Committee in January 2021 with a status update and in April 2021 with a final report on suggestions for other I-605 build alternatives that consider:

- A. An additional locally-supported alternative that minimizes right-of-way impacts and/or a stand-alone Transportation System/Demand Management (TSM/TDM) alternative similar to the TSM/TDM alternative put forth on the SR-710 North Project; and
- B. A review of the project's purpose and need and its alignment with various local and state policies and plans related to equity, greenhouse gas emissions and vehicle miles traveled.

AND FURTHER that staff, including the Executive Officer of Equity and Race, engage with the San Gabriel Valley Council of Governments, the Gateway Cities Council of Governments, the I-5 Joint Powers Authority, the County of Los Angeles, corridor cities, and community stakeholders to develop this report. The release of the EIS/EIR should be further delayed until after the final report is received by the Metro Board.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y

43. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT

2020-0684

AUTHORIZED:

- A. Holding a public hearing on the proposed Resolution of Necessity.
- B. Adopting the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a Subsurface Tunnel Easement in the parcels identified on Attachment "A" ("the Property").

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

44. SUBJECT: CLOSED SESSION

2020-0713

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Soo Ja Chung v. LACMTA, Case No. BC638379

AUTHORIZED settlement of \$320,000.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y

2. City of Beverly Hills v. LACMTA, et al., USDC Case No. CV 18-3891-GW(SSx)

No report.


B. Public Employee Performance Evaluations - G.C. 54957(b)(1)

Titles: Chief Executive Officer, Board Secretary, Chief Ethics Officer, Inspector General, and General Counsel

No report.

ADJOURNED AT 1:45 P.M. IN MEMORY OF LOUIS RABINOWITZ AND VICTOR VALENZUELA.

Prepared by: Jessica Vasquez Gamez
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary

###



Metro

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

Board Report

File #: 2020-0670, File Type: Agreement

Agenda Number: 5.

FINANCE, BUDGET AND AUDIT COMMITTEE NOVEMBER 18, 2020

SUBJECT: LEASE AGREEMENT FOR METRO OPERATOR LAYOVER OFFICE, 8305 HINDRY AVENUE, LOS ANGELES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a three (3)-year lease agreement with two (2) one-year options commencing December 1, 2020 with Priceless Westchester Investment, LLC ("Lessor"), for the LA Metro rail operator layover space located at 8305 Hindry Avenue in Los Angeles at a rate of \$4,810.00 per month with escalations of three percent (3%) annually and approximately \$500,000 in tenant improvements for a total of \$906,627.39 over the initial term and options, if needed (see Attachment B - Deal Points).

ISSUE

Metro is in need of a rail operator layover site for light rail transit operators along the Crenshaw/LAX (CLAX) line in close proximity to the Westchester/Veterans Station in Los Angeles to be complete and fully operational by summer 2021.

BACKGROUND

The location and scope of the Airport Metro Connector (AMC) construction project will require the temporary relocation of a current Metro rail operator layover space due to the AMC project requiring closure of rail operations within the project area. Originally located at the Southwest Maintenance Yard (SWY), the rail operator layover space - vital in providing necessary rest and transfer points for rail operators - will be moved to a new leased space consisting of 1,850 square feet to include bathrooms, breakroom and office space located within walking distance to the next northern CLAX station (Veterans/Westchester Station) until the AMC Station project is complete and ready to operate (see Attachment A - Lease Location and Plan Draft). Once rail operations are started in this area, the new operator layover space will be transferred back permanently to previous location at the SWY thus terminating the new lease location.

DISCUSSION

Findings

The proposed location at 8305 Hindry Ave has been identified as the optimal location due to its close proximity to the Westchester/Veterans Station. Of the available sites, this location is the closest walking distance from the station, providing more safety and efficiency for Rail Operators. Metro Real Estate staff conducted a rental survey (Attachment C) and found the pricing is consistent with other surrounding properties, after taking into account the smaller size and better location.

Considerations

Without a Metro rail operator layover space near the Westchester/Veterans Station, Metro will not be able to meet the needs of the light rail operators required breaks and make the maximum use of their time to be rested and alert during their shift.

Equity Platform

This project addresses Metro's equity platform by improving access to Metro transportation services in underserved communities and stations.

DETERMINATION OF SAFETY IMPACT

This board action will not have an impact on safety standards for Metro.

FINANCIAL IMPACT

Approval of the lease with Priceless Westchester Investment, LLC is estimated to be a total of \$906,627.39 over the term including tenant improvements, and any term extensions if needed. The terms are within market rate for similar space in the area.

Impact to Budget

The proposed lease obligations & tenant improvements are currently budgeted in Airport Metro Connector FY21 budget.

Cost Center: 8510 Project: 860303
For Tenant Improvement: Account 53101 Task 3.3.02.04
For Lease: Account 51201 Task 3.4.02

Future lease obligations will be included in annual budget preparation.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 2, to provide "outstanding trip experiences for all."

ALTERNATIVES CONSIDERED

The alternative is to not select the proposed site and lease another site at an alternative location which would be less convenient and potentially add longer layover times for the CLAX Line operations.

NEXT STEPS

Complete negotiations of favorable lease terms with the landlord subject to review and approval by County Counsel. Upon Board authorization, Real Estate staff will finalize the lease agreement with Priceless Investment, LLC, forward to County Counsel for approval review, and submit for execution by the CEO for the initial three-year lease period and, if needed, additional lease options.

Tenant improvement construction is planned to begin approximately January 4, 2021, with occupancy expected summer 2021.

ATTACHMENTS

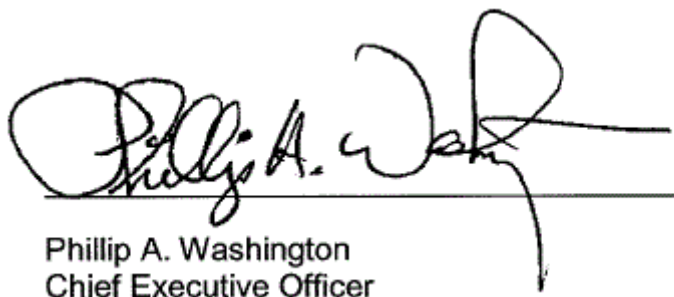
Attachment A - Lease Location & Plan Draft

Attachment B - Deal Points

Attachment C - Rental Survey

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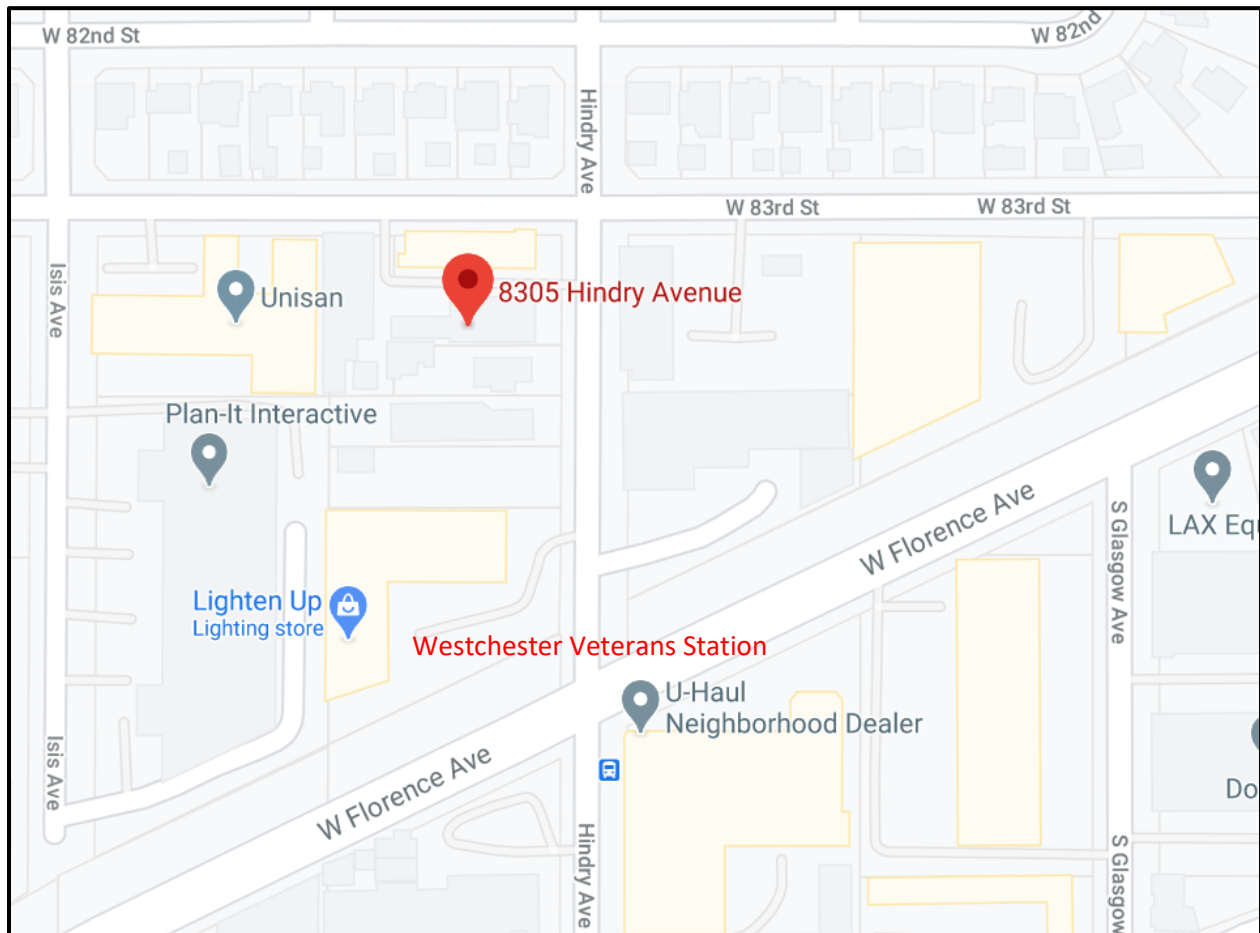
Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



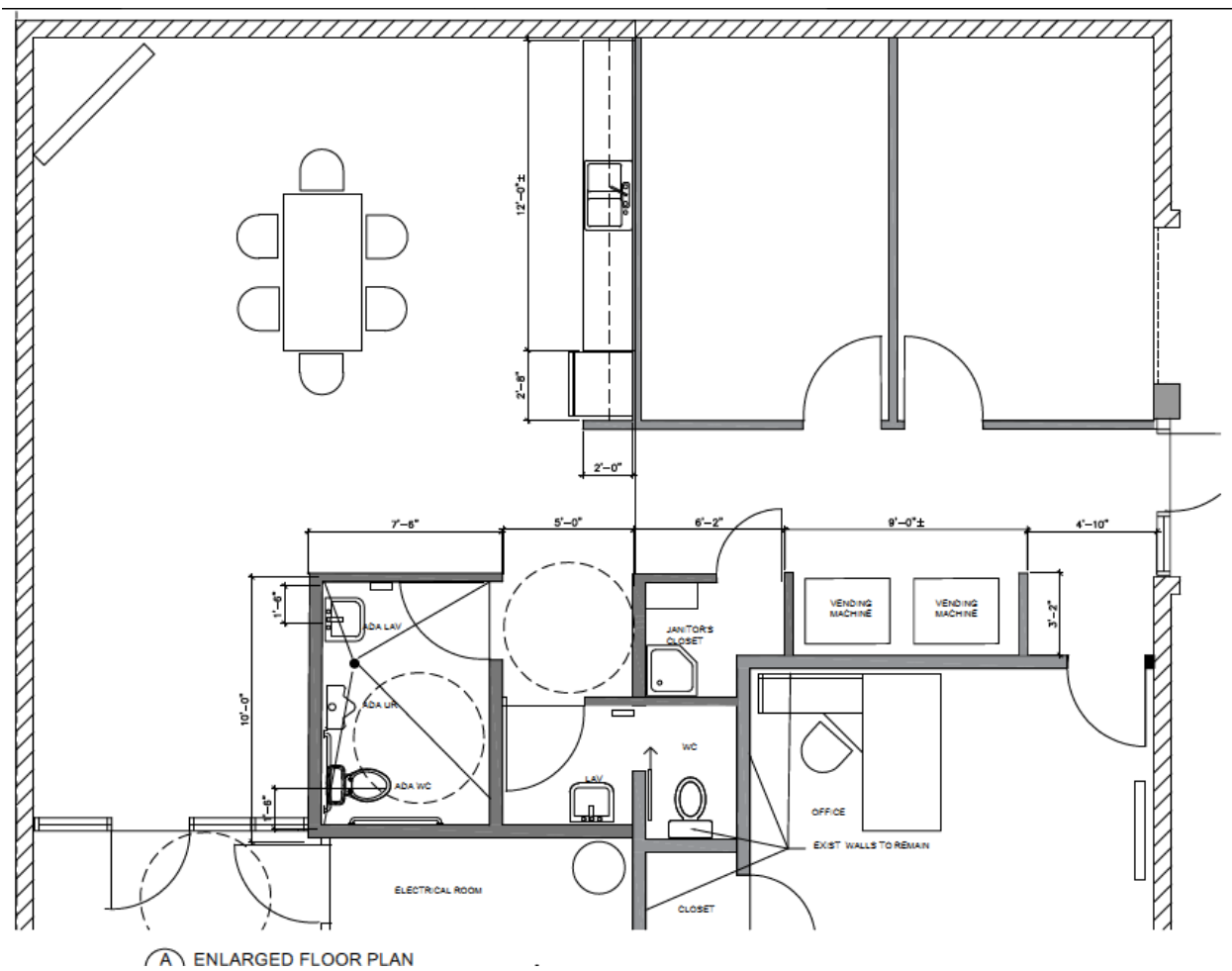
Phillip A. Washington
Chief Executive Officer

Attachment A – Proposed Lease Location and Plan Draft

Location Map



Floor Plan Draft



Attachment B – Deal Points

New or renewal	New Lease
Landlord/Owner	Priceless Westchester Investment, LLC
Location	8305 Hindry Avenue, Los Angeles
Premises	Approximately 1,850 square feet
Purpose	An Operator Rest Stop and security office to support the Manchester/Veterans Station.
Commencement and Duration (note any extensions)	Three-years commencing approximately January 1, 2021 with two one-year extensions.
Total Cost	The total lease value is approximately \$906,627.39 over the initial three (3)-year term, two one (1)-year option terms and tenant improvement (TI) costs.
Early Termination Clauses	None.
Determination of Lease Value	Market data provided by Costar.
Background with this Landlord	None. This will be the first transaction with the landlord, Priceless Investment, LLC.
Special Provisions	The TI's are estimated to cost about \$500,000. The work will be performed by the landlord and will be invoiced to Metro on a monthly basis. Metro will reimburse the Landlord through money budgeted in Airport Metro Connector Budget.

Exhibit C – Rent Survey Summary

Photo	Address	Building Type	SF Available	Effective Rental Rate	Comments
	**Subject Property 8305 Hindry Ave. Los Angeles	Industrial	1,850 SF	\$2.35	This is the only site available within walking distance of the Westchester Veterans Station and is not oversized.
	420 S. Hindry Ave. Inglewood	Industrial	2,940 SF	\$2.30	This site is not within walking distance and requires leasing 1,000 SF more than necessary.
	440 S. Hindry Ave. Inglewood	Industrial	4,016 SF	\$2.30	This site is not within walking distance and requires leasing 2,200 SF more than necessary.
	936 W. Hyde Park Blvd., Inglewood	Industrial	5,600 SF	\$2.22	This site is not within walking distance and requires leasing 2,200 SF more than necessary.
	8320 Isis Ave. Los Angeles	Industrial	10,420 SF	\$1.65	This site is not within walking distance and requires leasing 8,560 SF more than necessary.
	409 Oak St. Inglewood	Industrial	3,900 SF	\$2.00	This site is not within walking distance and requires leasing 2,050 SF more than necessary.
	1031 Manchester Blvd. Inglewood	Industrial	1,490 SF	\$2.00	This site is not within walking distance and requires leasing 8,560 SF more than necessary.



Board Report

File #: 2020-0671, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2020

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming of additional \$1,214,476 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Modal Connectivity and Complete Streets Program, as shown in Attachment A;
2. Programming of additional \$3,951,366 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B;
3. Inter-program borrowing and programming of additional \$1,820,407 from the Subregion's Measure M MSP - Modal Connectivity and Complete Streets Program to the Measure M MSP - Active Transportation Program, as shown in Attachment C;
4. Deobligating of \$1,140,000 previously approved Measure M MSP - Highway Efficiency, Noise Mitigation and Arterial Program, as shown in Attachment D; and

B. AUTHORIZING the CEO or his 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 annual update approves additional eligible projects for funding and allows the Arroyo Verdugo Subregion and implementing agencies to revise project scope of work and schedule, amend project budgets as well as removal of projects.

This update includes changes to projects which have received Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2023-24. The Board's approval is required to program additional funds and update project lists which serve as the basis for Metro to

enter into agreements and/or amendments with the respective implementing agencies.

DISCUSSION

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 and 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 and Arterial Programs (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.

Metro staff continued working closely with the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA), its consultant and the implementing agencies on project eligibility reviews of the proposed projects for this update. Metro required, during staff review, a detailed project scope of work to confirm eligibility - and establish the program nexus, i.e., project location and limits, length, elements, phase(s), total expenses and funding request, schedule, etc. This level of detail will ensure timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2022-23 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the AVCJPA and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this update include \$4,245,264 reduction of funds for seven previously approved project and \$10,091,513 in additional programming for three new and three previously approved projects.

Modal Connectivity and Complete Streets (expenditure line 62)

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

- Program an additional \$364,980 in FY 2022-23 for MM4101.04 - North Hill Complete Street Project. The funds will be used to complete the construction phase of the project.
- Program \$236,148 in FY 2023-24 for MM4101.06 - Pedestrian Crossing Enhancement program. The funds will be used to complete the construction phase of the project.
- Program \$683,000 in FY 2023-24 for MM4101.07 - New Traffic Signals for pedestrian Connectivity. The funds will be used to complete the construction phase of the project.

South Pasadena

- Deobligate \$69,652 from MM4101.05 - Fair Oaks, El Centro/Oxley, Meridian, Fremont

Bikeway Improvements. This is per City's request.

Transit Program (expenditure line 65)

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

Glendale

- Program \$2,316,963 in FY 2023-24 for MM4102.06 - Beeline Bus Purchase and Bus-Related Infrastructure. The funds will be used to complete the Vehicle Purchases.

Pasadena

- Program an additional \$4,670,015 in FY 2021-22 and FY 2022-23 for MM4102.04 - Purchase Replacement Buses. The funds will be used to for vehicle purchases.
- Deobligate \$3,035,612 from MM4102.05 - Pasadena Transit Maintenance Facility. The City requested the funds to be reallocated to other priority project.

Active Transportation Program (expenditure line 71)

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

Glendale

- Program an additional \$1,820,407 in FY 2022-23 and reprogram previously approved \$4,131,180 to \$250,000 in FY 2020-21, \$400,000 in FY 2021-22 and \$3,481,180 in FY 2022-23 for MM4103.02 - Victory Boulevard Project. The funds will be used to complete the construction phase of the project.

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

This update includes funding adjustments to five existing projects as follows:

South Pasadena

- Deobligate \$150,000 from MM5506.01 - Columbia St. and Pasadena Ave. Turn Lanes, Columbia St. and Orange Grove Ave. Striping. This is per City's request.
- Deobligate \$400,000 from MM5506.02 - Garfield Ave. and Monterey Road Signal. This is per City's request.
- Deobligate \$400,000 from MM5506.03 - Garfield Ave. and Oak St. Signal. This is per City's request.

- Deobligate \$140,000 from MM5506.04 - Fremont Ave. and Huntington Dr. Signage. This is per City's request.
- Deobligate \$50,000 from MM5506.05 - Grevelia St. and Fair Oaks Ave. Striping and Signal Timing. This is per City's request.

Equity Platform

Consistent with Metro's Equity Platform, the MSP outreach effort recognizes and acknowledges the need to establish comprehensive, multiple forums to meaningfully engage the community to comment on the proposed projects under all programs. The AVCJPA along with member agencies and adjacent unincorporated area of Los Angeles County undertook an extensive outreach effort and invited the general public to a series of public workshops and meetings. Metro will continue to work with the Subregion to seek opportunities to reach out to a broader constituency of stakeholders.

DETERMINATION OF SAFETY IMPACT

Programming of 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 2020-21, \$4.07 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401) and \$3.09 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 sources 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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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 development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Arroyo Verdugo Subregion. This is not recommended as the proposed projects were developed by the Subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

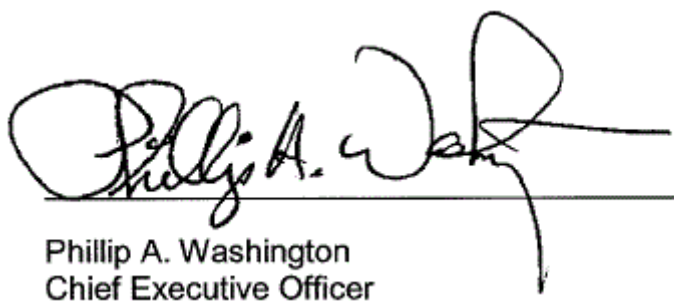
Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2020-21. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

Attachment A - Modal Connectivity and Complete Streets Program Project List
Attachment B - Transit Program Project List
Attachment C - Active Transportation Program Project List
Attachment D - Highway Efficiency, Noise Mitigation and Arterial Program Project List

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



Phillip A. Washington
Chief Executive Officer

Arroyo Verdugo Subregion

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

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24
1	La Canada Flintridge	MM4101.02	Foothill Blvd. Link Bikeway and Pedestrian Greenbelt	Construction		\$ 953,919		\$ 953,919	\$ 953,919				
2	Pasadena	MM4101.03	Avenue 64 Complete Street Project	PS&E Construction		1,800,000		1,800,000	1,800,000				
3	Pasadena	MM4101.04	North Hill Complete Street Project	PS&E Construction	chg	1,135,020	364,980	1,500,000	300,000	235,020	600,000	364,980	
4	Pasadena	MM4101.06	Pedestrian Crossing Enhancement Program *	Construction	new	-	236,148	236,148					236,148
5	Pasadena	MM4101.07	New Traffic Signals for Pedestrian Connectivity *	Construction	new	-	683,000	683,000					683,000
6	South Pasadena	MM4101.05	Fair Oaks, El Centro/Oxley, Meridian, Fremont Bikeway Improvements *	PS&E Construction	deob	69,652	(69,652)	-					
Total Programming Amount						\$3,958,591	\$1,214,476	\$5,173,067	\$ 3,053,919	\$ 235,020	\$ 600,000	\$ 364,980	\$ 919,148

* 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 Program (Expenditure Line 65)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24
1	Burbank	MM4102.01	BurbankBus State of Good Repair - Bus Replacement	Vehicle Purchase		\$ 1,800,000		1,800,000			\$ 1,800,000		
2	Glendale	MM4102.02	Beeline Maintenance Facility	Construction		4,426,000		4,426,000	4,426,000				
3	Glendale	MM4102.03	Beeline Replacement Buses	Vehicle Purchase		832,051		832,051		832,051			
4	Glendale	MM4102.06	Beeline Bus Purchase and Bus-Related Infrastructure *	Vehicle Purchase	new	-	2,316,963	2,316,963					2,316,963
5	Pasadena	MM4102.04	Purchase Replacement Buses	Vehicle Purchase	chg	700,000	4,670,015	5,370,015	700,000		2,600,000	2,070,015	
6	Pasadena	MM4102.05	Pasadena Transit Maintenance Facility *	Construction	deob	3,035,612	(3,035,612)	-					
Total Programming Amount						\$10,793,663	\$3,951,366	\$14,745,029	\$5,126,000	\$ 832,051	\$ 4,400,000	\$ 2,070,015	\$ 2,316,963

* 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 Program (Expenditure Line 71)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24
1	Burbank	MM4103.01	Victory Blvd. Connectivity Gap Closure and Transit Enhancements - Between Downtown Burbank Metrolink station and Alameda Ave.	PS&E ROW Construction		\$ 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	4,131,180	1,820,407	5,951,587		250,000	400,000	5,301,587	
Total Programming Amount						\$ 7,131,180	\$ 1,820,407	\$ 8,951,587	\$ 3,000,000	\$ 250,000	\$ 400,000	\$ 5,301,587	\$ -

Arroyo Verdugo Subregion

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

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2020-21	FY 2021-22
1	South Pasadena	MM5506.01	Columbia St. and Pasadena Ave Turn Lanes, Columbia St. and Orange Grove Ave. Striping	PS&E Construction	deob	\$ 150,000	\$ (150,000)				
2	South Pasadena	MM5506.02	Garfield Ave. and Monterey Road Signal	PS&E Construction	deob	400,000	(400,000)				
3	South Pasadena	MM5506.03	Garfield Ave. and Oak St. Signal	PS&E Construction	deob	400,000	(400,000)				
4	South Pasadena	MM5506.04	Fremont Ave. and Huntington Dr. Signage *	PS&E Construction	deob	140,000	(140,000)				
5	South Pasadena	MM5506.05	Grevelia St and Fair Oaks Ave. Striping and Signal Timing *	PS&E Construction	deob	50,000	(50,000)				
Total Programming Amount						\$ 1,140,000	\$ (1,140,000)	\$ -	\$ -	\$ -	\$ -

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



Board Report

File #: 2019-0431, File Type: Plan

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2020

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT FIRST/LAST MILE PLAN

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

1. ADOPTING East San Fernando Valley Light Rail Transit First/Last Mile Plan (Attachment A); and
2. DIRECTING staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines.

ISSUE

Board Motion 14.1 (May 2016) directed staff to undertake first/last mile (FLM) planning for future Metro transit projects. The East San Fernando Valley Light Rail Transit (ESFVLRT) FLM Plan (Plan) (Attachment A; link - <http://media.metro.net/2020/ESFVLRT-FLM-Plan-Final-November-2020.pdf>) was completed following the Metro FLM methodology per the 2014 First Last Mile Strategic Plan. Prioritization of projects within the Plan is based on connectivity, safety, and equity, among other factors described further in this report. Inclusion of potential FLM improvements in an adopted plan better positions the projects for grant funding opportunities.

BACKGROUND

The Plan recommends FLM projects for the 14 ESFVLRT stations located in the City of Los Angeles and the City of San Fernando. To develop the plan, staff followed the FLM methodology, which includes these steps:

- Existing conditions and relevant plans / projects review
- Walk audits of station areas
- Community engagement
- Draft and final pathway networks and project ideas
- Ongoing coordination with local jurisdictions

The Plan casts a wide net to identify pedestrian projects in the ½-mile radius around each station and

for wheel (bicycle, scooter, and other rolling modes) projects in the 3-mile radius around each station to improve safety, access, and comfort. The Plan was prepared by a consultant team that included two community-based organizations in the area: Pacoima Beautiful and Safe Moves. Pacoima Beautiful is a grassroots environmental justice organization that provides education, impacts public policy, and supports local arts and culture for all to promote a healthy and sustainable community. Safe Moves is a non-profit organization dedicated to educating children, teens, and parents about traffic safety, and empowering them to practice safe walking, bicycling and driving habits. Both organizations helped develop the community engagement approach and aided in reaching the community to solicit input on project ideas and prioritization.

The Plan includes two documents that represent core planning products:

- Pathway Maps with Projects, Prioritization Matrices, and Costs
- Three-Mile Wheel Projects Network Memo

The Plan also includes documents and memos that summarize the process and support the two documents above:

- Prioritization Methodology Memo
- Local Jurisdiction Coordination Summary
- Community Outreach Memo
- Walk Audit Results Memo
- Existing Conditions / Review of Plans and Projects Memo

To aid in deliverability of FLM projects, the projects were prioritized based on safety, accessibility, and community input factors.

It should be noted that the ESFVLRT necessitates changes to Van Nuys Blvd. to accommodate the light rail transit and that there are right-of-way constraints on Van Nuys Blvd. This Plan proposes project ideas that complement the planned ESFVLRT.

DISCUSSION

Process and Coordination

Following Metro's FLM planning methodology, this Plan was developed through detailed analysis of existing plans and conditions for walking and bicycling modes. The Plan was developed to ensure close integration of the proposed FLM projects and the ESFVLRT station design.

A key component of developing an FLM plan is robust input from the community. For this Plan, the goals of community engagement were twofold: 1) to inform the community about Metro's FLM program; and 2) to facilitate community participation and gather community knowledge to form FLM project ideas. The team deployed a multi-faceted approach to accomplish these goals, including community participation in walk audits, four workshops at locations throughout the transit corridor, "coffee with the principal" events at local schools, and a survey. The workshops were widely publicized as described in the Plan (Attachment A, see "Community Outreach Memo" section). Additionally, 447 survey responses were collected.

Because FLM projects are typically located in city-controlled right of way, coordination with local jurisdictions on project types, locations, community engagement, and implementation considerations is another critical component of the FLM process. The project team coordinated with City of Los Angeles and City of San Fernando including multiple city departments and elected offices to develop the Plan and review the FLM projects in the Plan. Additional coordination with both jurisdictions will be necessary to continue to advance FLM projects and priorities. More details are provided in the Plan (Attachment A, see “Local Jurisdiction Coordination Summary” section).

Prioritization

This Plan was completed in advance of the FLM Guidelines, which will formalize standards and process for advancing FLM improvements alongside transit corridor delivery. Therefore, the approach to project prioritization for this Plan were developed by staff as a pilot approach, in consultation with the City of Los Angeles and City of San Fernando. As with other recently completed FLM plans for transit corridor projects, the staff recommends returning to the Board for consideration of next steps once the FLM Guidelines are complete.

Multiple factors were considered to prioritize the FLM improvements in the Plan, including: safety, accessibility, community input, and continuity of the pedestrian and bicycle network. The approach also accounted for coverage of Metro Board-adopted Equity Focus Communities (EFCs) within a given station area along with the geographic overlap of adjacent ½-mile walksheds and input from local jurisdictions. See Selected Projects List (Attachment B) for details on the methodology.

EQUITY PLATFORM:

Three pillars from the Equity Platform were addressed as follows:

- I. Define and Measure: Through community engagement during the walk audits and development of the pathway network, the team was able to utilize community feedback to inform the project ideas and locations.
- II. Listen and Learn: The plan was informed by conversation and relationships with two community-based organizations in the east San Fernando Valley: Pacoima Beautiful and Safe Moves. These two organizations were part of the project team and were instrumental in engaging the community on FLM project ideas.
- III. Focus and Deliver: Metro Equity Focus Communities (EFCs) was one factor that was utilized in FLM project selection.

DETERMINATION OF SAFETY IMPACT

The recommended action has no direct safety impact. This Plan, along with all FLM planning activities, focuses on identifying projects that address safety issues for people walking, biking or rolling to the future ESFVLRT transit stations.

FINANCIAL IMPACT

- Adoption of this plan has no impact on the budget.

Staff is developing FLM Guidelines and will seek future Board action on next steps consistent with the Guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions further two Strategic Plan goals including:

- *Goal #2:* Outstanding trip experiences for all - Projects in the Plan will improve customers' experiences accessing the future stations by walking, biking or other rolling modes.
- *Goal #4:* Transform LA County through collaboration and leadership - Metro is uniquely positioned to facilitate coordination between jurisdictions for FLM projects that span jurisdictional boundaries.

ALTERNATIVES CONSIDERED

The Board could decide not to adopt the Plan, which is not recommended for two reasons:

- 1) Previous Board action (FLM Policy, 2016) directed that FLM projects be incorporated into transit corridor project delivery; and
- 2) Inclusion of potential FLM improvements in an adopted plan better positions the projects for grant funding opportunities.

NEXT STEPS

As mentioned above, staff will return to the Board with recommended next steps concurrent with or following adoption of the FLM Guidelines.

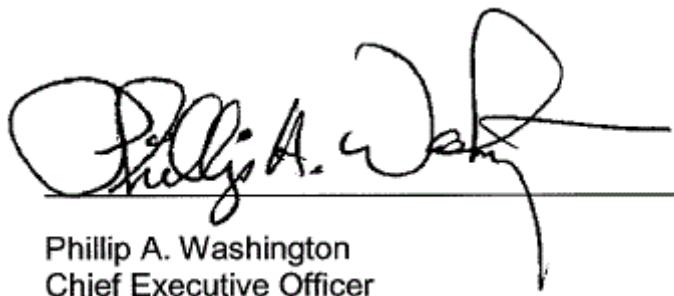
ATTACHMENTS

Attachment A - ESFVLRT FLM Plan

Attachment B - Prioritized Projects List

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



Phillip A. Washington
Chief Executive Officer

Attachment A

Link to Plan: <http://media.metro.net/2020/ESFVLRT-FLM-Plan-Final-November-2020.pdf>

Selected Projects List Methodology

The following projects represent a subset of the universe of projects identified in the East San Fernando Valley Light Rail Transit (ESFVLRT) First/Last Mile (FLM) Plan. This Selected Projects List was arrived at following a methodology that reflects Metro's priorities to plan for first/last mile access to future stations (Board Motions 14.1 and 14.2, May and June 2016) and utilize Equity Focused Communities in planning efforts (Board Motion 18.1 June 2019). The ESFVLRT FLM Plan was completed in advance of the FLM Guidelines, which will formalize an approach for project prioritization, project selection, local coordination, and other next steps; therefore, based on past FLM plans, it was estimated that an average of approximately \$10 million per station in capital costs for FLM improvements is necessary to deliver a minimum network of continuous FLM access. Given that assumption, the rough-order-of-magnitude cost estimate to implement selected FLM projects totals approximately \$140 million across all 14 future stations of the ESFVLRT.

Pedestrian projects and wheel projects were selected separately following different methodologies which reflects the different extents and coverage of the respective project types. In essence, the pedestrian projects selection methodology accounts for station area overlap, Equity Focused Communities, and ensuring that the intent of FLM is preserved by selecting all the project types on a given segment of the Pathway Network. The methodology for wheel project selection starts with identifying north-south facilities that span multiple station areas. Second, wheel projects are selected that connect east-west to the stations. The step-by-step methodology is provided below.

Pedestrian Projects: Station-by-Station Methodology (detailed description)

- > Adjacent stations have overlapping walksheds (½-mile radius), therefore calculate each station's relative budget allocation based on that station's area as a proportion of the overall corridor area.
- > After the first step, some stations' project lists are more than fully allocated, therefore repurpose the surplus as described in next steps.
- > Calculate the percentage of Equity Focused Community (EFC) Census Tracts within each station area (EFC-station area overlap percentage).
- > Rank remaining stations by their EFC-station area overlap percentage.
- > Starting at the top of the EFC-ranked order, allocate additional \$1 million or amount equal to station's remaining pedestrian project list cost, whichever is less (i.e. apply a bonus for EFCs).
- > Using the allocated amount determined through the steps above as the target amount, select from the prioritized project lists until allocated amount is reached while ensuring that all projects for a given Pathway Network segments (i.e. street segments) are selected. This results in the preservation of the full range of FLM project types.

Wheel Projects: Corridor-Wide Methodology (detailed description)

- > Connect north-south wheel projects spanning multiple station areas, parallel to the ESFVLRT, to provide an alternative to the Van Nuys Boulevard bike facility.
- > Connect east-wheel projects spanning the ½ mile and 3-mile limits that provide direct station access.

**East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List**

ATTACHMENT B

Pedestrian Projects by Station (Order: North to South)	Project Number	Pathway Type	Project Type (Refer to Prioritization Matrices for Detailed Description)	Location	Direct Cost (NO SOFT COSTS)
Sylmar/San Fernando	1	Primary/Secondary	Signalized crossing	San Fernando Rd	\$2,000,000.00
Sylmar/San Fernando	2	Primary/Secondary	Street trees	San Fernando Rd	\$273,180.00
Sylmar/San Fernando	3	Primary/Secondary	Signalized crossing	San Fernando Rd	\$500,000.00
Sylmar/San Fernando	4	Primary/Secondary	Pedestrian lights	San Fernando Rd	\$606,936.00
Sylmar/San Fernando	5	Primary/Secondary	Street lights	San Fernando Rd	\$154,836.00
Sylmar/San Fernando	6	Primary/Secondary	Accessible sidewalks	San Fernando Rd	\$640,000.00
Sylmar/San Fernando	7	Primary	Street trees	Hubbard St/ N Hubbard Ave	\$389,360.00
Sylmar/San Fernando	8	Primary	Pedestrian lights	Hubbard St/ N Hubbard Ave	\$479,160.00
Sylmar/San Fernando	9	Primary	Curb extensions	Hubbard St/ N Hubbard Ave	\$975,000.00
Sylmar/San Fernando	10	Primary	Bus stop improvements	Hubbard St/ N Hubbard Ave	\$134,400.00
Sylmar/San Fernando	11	Primary	Curb extensions	Hubbard St/ N Hubbard Ave	\$585,000.00
Sylmar/San Fernando		Allowances	Continental crosswalks	Within 1/2 mile radius	\$280,000.00
Sylmar/San Fernando		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$7,042,872.00
30% DESIGN COSTS SUBTOTAL					\$338,057.86
Maclay	1	Secondary	Bus stop improvements	Truman St	\$100,800.00
Maclay	3	Secondary	Accessible sidewalks	Truman St	\$1,411,500.00
Maclay	4	Secondary	Street trees	Truman St	\$282,600.00
Maclay	5	Primary	Pedestrian lights	San Fernando Rd	\$191,664.00
Maclay	6	Primary	Street trees	San Fernando Rd	\$232,360.00
Maclay	7	Primary	Signalized crossing	San Fernando Rd	\$30,000.00
Maclay	8	Primary	ADA access ramps	San Fernando Rd	\$6,000.00
Maclay	9	Secondary	Residential traffic calming	4th St	\$80,000.00
Maclay	10	Secondary	Curb extension	4th St	\$1,060,000.00
Maclay	11	Secondary	Residential traffic calming	4th St	\$0.00
Maclay	12	Secondary	Street trees	4th St	\$119,320.00
Maclay	13	Secondary	Residential traffic calming	4th St	\$80,000.00
Maclay	14	Primary	Pedestrian lights	Maclay Ave	\$455,202.00
Maclay	15	Primary	Street trees	Maclay Ave	\$56,520.00
Maclay	16	Secondary	Residential traffic calming	Jessie St	\$0.00
Maclay	17	Secondary	Street trees	Wolfskill St/Jessie St	\$116,180.00
Maclay	18	Secondary	Curb extension	Wolfskill St	\$190,000.00
Maclay	19	Primary	Pedestrian lights	Brand Blvd	\$455,202.00
Maclay	20	Primary	Curb extension	Brand Blvd	\$95,000.00
Maclay	21	Primary	Curb extension	Brand Blvd	\$1,360,000.00
Maclay	22	Primary	Curb extension	Brand Blvd	\$285,000.00
Maclay		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Maclay		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$6,912,348.00
30% DESIGN COSTS SUBTOTAL					\$331,792.70
Paxton	1	Primary	Street trees	San Fernando Rd	\$238,640.00
Paxton	2	Primary	Bus stop improvements	San Fernando Rd	\$107,200.00
Paxton	3	Primary	Pedestrian lights	San Fernando Rd	\$191,664.00

**East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List**

ATTACHMENT B

Pedestrian Projects by Station (Order: North to South)	Project Number	Pathway Type	Project Type (Refer to Prioritization Matrices for Detailed Description)	Location	Direct Cost (NO SOFT COSTS)
Paxton	4	Primary	Signalized crossing	San Fernando Rd	\$0.00
Paxton	5	Primary	Signalized crossing	San Fernando Rd	\$0.00
Paxton	6	Primary	Curb extensions	San Fernando Rd	\$390,000.00
Paxton	7	Primary	Curb extensions	San Fernando Rd	\$390,000.00
Paxton	8	Primary	Street trees	Paxton St	\$119,320.00
Paxton	9	Primary	Pedestrian lights	Paxton St	\$431,244.00
Paxton	10	Secondary	Pedestrian lights	Telfair Ave	\$36,000.00
Paxton	11	Secondary	Residential traffic calming	Telfair Ave	\$0.00
Paxton	12	Secondary	Street lights	Telfair Ave	\$72,864.00
Paxton	14	Secondary	ADA access ramps	Desmond St	\$48,000.00
Paxton	15	Secondary	Pedestrian lights	Bradley Ave	\$36,000.00
Paxton		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Paxton		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$2,365,932.00
30% DESIGN COSTS SUBTOTAL					\$113,564.74
Van Nuys-San Fernando	1	Primary	Street trees	San Fernando Rd	\$166,420.00
Van Nuys-San Fernando	2	Primary	Bus stop improvements	San Fernando Rd	\$134,400.00
Van Nuys-San Fernando	3	Primary	Pedestrian lights	San Fernando Rd	\$211,629.00
Van Nuys-San Fernando	4	Primary	Accessible sidewalk	San Fernando Rd	\$97,500.00
Van Nuys-San Fernando	5	Primary	Street trees	Van Nuys Blvd	\$260,620.00
Van Nuys-San Fernando	6	Primary	Pedestrian lights	Van Nuys Blvd	\$662,838.00
Van Nuys-San Fernando	7	Secondary	Residential traffic calming	Telfair Ave	\$0.00
Van Nuys-San Fernando	8	Secondary	Continental crosswalk	Telfair Ave	\$7,000.00
Van Nuys-San Fernando	9	Secondary	ADA access ramps	Telfair Ave	\$12,000.00
Van Nuys-San Fernando	10	Secondary	Street lights	Telfair Ave	\$241,362.00
Van Nuys-San Fernando	11	Secondary	Continental crosswalk	El Dorado St	\$6,000.00
Van Nuys-San Fernando	12	Secondary	Street lights	El Dorado St	\$236,808.00
Van Nuys-San Fernando	13	Secondary	ADA access ramps	Pierce St	\$30,000.00
Van Nuys-San Fernando	14	Secondary	Street lights	Pierce St	\$136,620.00
Van Nuys-San Fernando	15	Secondary	Residential traffic calming	Bradley Ave	\$0.00
Van Nuys-San Fernando	16	Secondary	ADA access ramps	Filmore St	\$30,000.00
Van Nuys-San Fernando		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Van Nuys-San Fernando		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$2,538,197.00
30% DESIGN COSTS SUBTOTAL					\$121,833.46
Laurel Canyon	1	Primary	Street trees	Laurel Canyon Blvd	\$339,120.00
Laurel Canyon	2	Primary	ADA access ramps	Laurel Canyon Blvd	\$206,000.00
Laurel Canyon	3	Primary	ADA access ramps	Laurel Canyon Blvd	\$304,000.00
Laurel Canyon	4	Primary	Street lights	Laurel Canyon Blvd	\$86,526.00
Laurel Canyon	5	Primary	Street lights	Laurel Canyon Blvd	\$241,362.00
Laurel Canyon	6	Primary	Pedestrian lights	Laurel Canyon Blvd	\$219,615.00
Laurel Canyon	7	Primary	Accessible Sidewalk	Laurel Canyon Blvd	\$1,231,500.00
Laurel Canyon	8	Primary	Pedestrian lights	Van Nuys Blvd	\$479,160.00
Laurel Canyon	9	Primary	Bus stop improvements	Van Nuys Blvd	\$201,600.00
Laurel Canyon	10	Primary	Street trees	Van Nuys Blvd	\$175,840.00
Laurel Canyon		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00

**East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List**

ATTACHMENT B

Pedestrian Projects by Station (Order: North to South)	Project Number	Pathway Type	Project Type (Refer to Prioritization Matrices for Detailed Description)	Location	Direct Cost (NO SOFT COSTS)
Laurel Canyon		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$3,789,723.00
30% DESIGN COSTS SUBTOTAL					\$181,906.70
Arleta	1	Primary	Street trees	Van Nuys Blvd	\$172,700.00
Arleta	2	Primary	Bus stop improvements	Van Nuys Blvd	\$134,400.00
Arleta	3	Primary	Pedestrian lights	Van Nuys Blvd	\$439,230.00
Arleta	4	Primary	Pedestrian lights	Arleta Ave	\$439,230.00
Arleta	5	Primary	Street trees	Arleta Ave	\$298,300.00
Arleta	6	Primary	Accessible sidewalk	Devonshire St	\$212,500.00
Arleta	7	Primary	Street lights	Devonshire St	\$236,808.00
Arleta	8	Secondary	Street trees	Beachy Ave	\$251,200.00
Arleta	9	Secondary	Street lights	Beachy Ave	\$91,080.00
Arleta	10	Secondary	Street Lights	Beachy Ave	\$36,432.00
Arleta	11	Secondary	Street trees	Pierce St	\$157,000.00
Arleta	12	Secondary	Street lights	Pierce St	\$59,202.00
Arleta	13	Secondary	ADA access ramps	Filmore St	\$6,000.00
Arleta	14	Secondary	Street lights	Filmore St	\$81,972.00
Arleta		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Arleta		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$2,921,054.00
30% DESIGN COSTS SUBTOTAL					\$140,210.59
Woodman	1	Primary	Street trees	Van Nuys Blvd	\$260,620.00
Woodman	2	Primary	Bus stop improvements	Van Nuys Blvd	\$100,800.00
Woodman	3	Primary	Pedestrian lights	Van Nuys Blvd	\$662,838.00
Woodman	4	Primary	ADA access ramps	Van Nuys Blvd	\$6,000.00
Woodman	6	Primary	Street trees	Woodman Ave	\$188,400.00
Woodman	7	Primary	Pedestrian lights	Woodman Ave	\$479,160.00
Woodman	9	Primary	Street lights	Woodman Ave	\$163,944.00
Woodman	10	Primary	Curb extensions	Woodman Ave	\$390,000.00
Woodman	11	Primary	ADA access ramps	Woodman Ave	\$6,000.00
Woodman	12	Secondary	Residential traffic calming	Plummer St	\$1,060,000.00
Woodman	13	Secondary	Signalized crossing	Plummer St	\$0.00
Woodman	14	Secondary	ADA access ramps	Plummer St	\$0.00
Woodman	16	Secondary	Street trees	Canterbury Ave	\$238,640.00
Woodman	17	Secondary	Street lights	Canterbury Ave	\$209,484.00
Woodman	18	Secondary	Street trees	W Lassen St	\$72,220.00
Woodman	19	Secondary	Residential traffic calming	W Lassen St	\$280,000.00
Woodman	20	Secondary	Street trees	Vesper Ave	\$106,760.00
Woodman	21	Secondary	Street lights	Pierce St	\$122,958.00
Woodman	22	Secondary	ADA access ramps	Filmore St	\$12,000.00
Woodman		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Woodman		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$4,664,824.00
30% DESIGN COSTS SUBTOTAL					\$223,911.55
Nordhoff	1	Primary	Bus stop improvements	Van Nuys Blvd	\$201,600.00
Nordhoff	2	Primary	Street trees	Van Nuys Blvd	\$298,300.00
Nordhoff	3	Primary	Pedestrian lights	Van Nuys Blvd	\$758,670.00

**East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List**

ATTACHMENT B

Pedestrian Projects by Station (Order: North to South)	Project Number	Pathway Type	Project Type (Refer to Prioritization Matrices for Detailed Description)	Location	Direct Cost (NO SOFT COSTS)
Nordhoff	4	Primary	Street trees	Nordhoff St	\$282,600.00
Nordhoff	5	Primary	Signalized crossing	Nordhoff St	\$0.00
Nordhoff	6	Primary	Pedestrian lights	Nordhoff St	\$247,566.00
Nordhoff	7	Primary	Street lights	Nordhoff St	\$191,268.00
Nordhoff	8	Secondary	Residential traffic calming	Terra Bella St	\$1,500,000.00
Nordhoff	9	Secondary	Street lights	Terra Bella St	\$100,188.00
Nordhoff	10	Secondary	Street trees	Terra Bella St	\$145,728.00
Nordhoff	11	Secondary	Pedestrian lights	Terra Bella St	\$255,552.00
Nordhoff	12	Secondary	Curb extension	Terra Bella St	\$140,000.00
Nordhoff	13	Secondary	Street trees	Rayen St	\$122,460.00
Nordhoff	14	Secondary	ADA access ramps	Rayen St	\$39,000.00
Nordhoff	15	Secondary	Street trees	Parthenia St	\$59,660.00
Nordhoff	16	Secondary	Accessible sidewalk	Cedros Ave	\$300,000.00
Nordhoff	17	Secondary	Street lights	Cedros Ave	\$72,864.00
Nordhoff	18	Secondary	Street trees	Wakefield Ave	\$138,160.00
Nordhoff	19	Secondary	Street trees	Wakefield Ave	\$194,680.00
Nordhoff		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Nordhoff		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$5,353,296.00
30% DESIGN COSTS SUBTOTAL					\$256,958.21
Roscoe	1	Primary	Bus stop improvements	Van Nuys Blvd	\$168,000.00
Roscoe	2	Primary	Pedestrian lights	Van Nuys Blvd	\$590,964.00
Roscoe	3	Primary	Street trees	Van Nuys Blvd	\$232,360.00
Roscoe	5	Primary	Street trees	Roscoe Blvd	\$163,280.00
Roscoe	6	Primary	Pedestrian lights	Roscoe Blvd	\$535,062.00
Roscoe	7	Primary	Signalized crossing	Roscoe Blvd	\$400,000.00
Roscoe	8	Primary	Street lights	Roscoe Blvd	\$273,240.00
Roscoe	9	Secondary	Street trees	Chase St	\$113,040.00
Roscoe	10	Secondary	Street lights	Willis Ave	\$209,484.00
Roscoe	11	Secondary	Street trees	Willis Ave	\$72,220.00
Roscoe	12	Secondary	Street trees	Lanark St	\$62,800.00
Roscoe	13	Secondary	Street lights	Lanark St	\$127,512.00
Roscoe		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Roscoe		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$3,252,962.00
30% DESIGN COSTS SUBTOTAL					\$156,142.18
Van Nuys Metrolink	1	Primary	Street trees	Van Nuys Blvd	\$226,080.00
Van Nuys Metrolink	2	Primary	Bus stop improvements	Van Nuys Blvd	\$134,400.00
Van Nuys Metrolink	3	Primary	Pedestrian lights	Van Nuys Blvd	\$574,992.00
Van Nuys Metrolink	4	Secondary	Street trees	Arminta St	\$113,040.00
Van Nuys Metrolink	5	Secondary	Street lights	Arminta St	\$163,944.00
Van Nuys Metrolink	6	Secondary	Street trees	Raymer St	\$147,580.00
Van Nuys Metrolink	8	Secondary	Street trees	Saticoy St	\$153,860.00
Van Nuys Metrolink	9	Secondary	Street lights	Covello St	\$109,296.00
Van Nuys Metrolink	10	Secondary	Accessible path	Covello St	\$625,000.00
Van Nuys Metrolink	12	Secondary	Street lights	Tyrone Ave	\$27,324.00
Van Nuys Metrolink		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00

**East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List**

ATTACHMENT B

Pedestrian Projects by Station (Order: North to South)	Project Number	Pathway Type	Project Type (Refer to Prioritization Matrices for Detailed Description)	Location	Direct Cost (NO SOFT COSTS)
Van Nuys Metrolink		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$2,580,516.00
30% DESIGN COSTS SUBTOTAL					\$123,864.77
Sherman Way	1	Primary	Street trees	Van Nuys Blvd	\$659,400.00
Sherman Way	2	Primary	Bus stop improvements	Van Nuys Blvd	\$134,400.00
Sherman Way	3	Primary	Pedestrian lights	Van Nuys Blvd	\$471,174.00
Sherman Way	5	Primary	Signalized crossing	Van Nuys Blvd	\$400,000.00
Sherman Way	6	Primary	Street lights	Van Nuys Blvd	\$50,094.00
Sherman Way	7	Primary	Pedestrian lights	Sherman Way	\$399,300.00
Sherman Way	8	Primary	Street trees	Sherman Way	\$307,720.00
Sherman Way	9	Primary	Street lights	Sherman Way	\$118,404.00
Sherman Way	10	Secondary	Street trees	Hart St	\$144,440.00
Sherman Way	11	Secondary	Street lights	Hart St	\$168,498.00
Sherman Way	12	Secondary	Accessible sidewalk	Cedros Ave	\$325,000.00
Sherman Way	13	Secondary	Accessible sidewalk	Cedros Ave	\$325,000.00
Sherman Way	14	Secondary	Street lights	Cedros Ave	\$109,296.00
Sherman Way	15	Secondary	Residential traffic calming	Tyrone Ave	\$0.00
Sherman Way	16	Secondary	Street lights	Tyrone Ave	\$104,742.00
Sherman Way	17	Secondary	Street lights	Valerio St	\$350,658.00
Sherman Way	18	Secondary	Accessible sidewalk	Valerio St	\$628,000.00
Sherman Way		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Sherman Way		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$5,001,126.00
30% DESIGN COSTS SUBTOTAL					\$240,054.05
Vanowen	1	Primary	Pedestrian lights	Van Nuys Blvd	\$375,342.00
Vanowen	2	Primary	Street trees	Van Nuys Blvd	\$73,790.00
Vanowen	3	Primary	Bus stop improvements	Van Nuys Blvd	\$168,000.00
Vanowen	4	Primary	Pedestrian lights	Vanowen St	\$391,314.00
Vanowen	5	Primary	Street trees	Vanowen St	\$307,720.00
Vanowen	6	Primary	Street lights	Vanowen St	\$892,584.00
Vanowen	7	Secondary	Street lights	Kittridge St	\$446,292.00
Vanowen	8	Secondary	Street lights	Cedros Ave	\$214,038.00
Vanowen	9		Accessible sidewalk	Van Nuys Rec Center	\$0.00
Vanowen	10	Secondary	Street lights	Tyrone Ave	\$100,188.00
Vanowen		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Vanowen		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$3,274,268.00
30% DESIGN COSTS SUBTOTAL					\$157,164.86
Victory	1	Primary	Bus stop improvements	Van Nuys Blvd	\$268,800.00
Victory	2	Primary	Pedestrian lights	Van Nuys Blvd	\$343,398.00
Victory	3	Primary	Street trees	Van Nuys Blvd	\$135,020.00
Victory	4	Primary	Pedestrian lights	Victory Blvd	\$399,300.00
Victory	5	Primary	Street trees	Victory Blvd	\$307,720.00
Victory	6	Primary	Street lights	Victory Blvd	\$428,076.00
Victory	7	Secondary	Street trees	Sylvan St	\$37,680.00
Victory	8	Secondary	Street lights	Sylvan St	\$113,850.00
Victory	9	Secondary	Street lights	Tyrone Ave	\$150,282.00

**East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List**

ATTACHMENT B

Pedestrian Projects by Station (Order: North to South)	Project Number	Pathway Type	Project Type (Refer to Prioritization Matrices for Detailed Description)	Location	Direct Cost (NO SOFT COSTS)
Victory	10	Secondary	Street lights	Cedros Ave	\$118,404.00
Victory		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Victory		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$2,607,530.00
30% DESIGN COSTS SUBTOTAL					\$125,161.44
Van Nuys MOL	1	Primary	Bus stop improvements	Van Nuys Blvd	\$67,200.00
Van Nuys MOL	2	Primary	Street trees	Van Nuys Blvd	\$210,380.00
Van Nuys MOL	3	Primary	Pedestrian lights	Van Nuys Blvd	\$535,062.00
Van Nuys MOL	4	Secondary	Street trees	Tyrone Ave	\$31,400.00
Van Nuys MOL	5	Secondary	Signalized crossing	Tyrone Ave	\$0.00
Van Nuys MOL	6	Secondary	Residentail traffic calming	Tyrone Ave	\$0.00
Van Nuys MOL	7	Secondary	Street lights	Tyrone Ave	\$387,090.00
Van Nuys MOL	8	Primary	Pedestrian lights	Bessemer St	\$199,650.00
Van Nuys MOL	9	Primary	Street trees	Bessemer St	\$314,000.00
Van Nuys MOL	10	Secondary	Street lights	Hatteras St	\$455,400.00
Van Nuys MOL	11	Secondary	Accessible sidewalks	Hatteras St	\$650,000.00
Van Nuys MOL	12	Secondary	ADA access ramps	Hatteras St	\$6,000.00
Van Nuys MOL	13	Secondary	Street trees	Cedros Ave	\$25,120.00
Van Nuys MOL	14	Secondary	Street lights	Cedros Ave	\$300,564.00
Van Nuys MOL	15	Secondary	Street lights	Delano St	\$113,850.00
Van Nuys MOL		Allowances	Crosswalks	Within 1/2 mile radius	\$280,000.00
Van Nuys MOL		Allowances	Wayfinding & Trailblazing	Within 1/2 mile radius	\$25,000.00
DIRECT COSTS SUBTOTAL					\$3,600,716.00
30% DESIGN COSTS SUBTOTAL					\$172,834.37
TOTAL DIRECT COSTS					\$55,905,364.00
30% DESIGN COSTS					\$2,683,457.47

**East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List**

ATTACHMENT B

Wheel Projects	Limits	Class	On Local Plans?	Direct Cost	Notes
Wheel Facilities that Span Multiple Stations (Typically More Than 3) and Are Located Within 1/2 Mile of Stations					
Kester Av./Raymer St.	Van Nuys Blvd. at Metrolink - Ventura Blvd.	II/III	No	\$799,440	Roadway width varies; eliminates 1 travel lane and some parking; ADT > 20,000.
Cedros St./ Vesper Av.	Hart St. - LA River	III	Yes/No	\$514,520	
Cedros St./ Willis Av./ Arminta St.	Plummer St. - Van Nuys at Metrolink	III	Yes	\$502,140	
Tyrone Av./Covello St.	Van Nuys Blvd. at Metrolink - LA River	III/I	No	\$925,700	2/3s of cost is Burbank - LA River due to 3 HAWKs. Cost of shared use path on Covello is included in pedestrian improvements.
Pacoima Wash/ Lassen St.	Filmore St./Woodman Av. - Lanark St.	I	Yes	\$3,796,000	15' wide path with solar lighting on existing paved channel access road that is at same elevation as roadways - one side only - of LA County Flood Control channel.
Wakefield Av./Lennox Av./Burton Av./Tilden Av.	Tupper St. - Lanark St.	III	No	\$707,100	
Terra Bella St.	Van Nuys Blvd. - San Fernando Rd.	II	Yes	\$514,000	ADT > 20,000 near I-5.
Pierce St.	Woodman Ave. - Foothill Blvd.	III	Yes	\$283,630	Cost does not include improvements to existing freeway tunnel. Herrick Av. - Foothill Blvd. is funded, so cost is not included.
Filmore St.	Woodman Av. - San Fernando Rd.	III	No	\$487,340	Cost does not include improvements to existing freeway tunnel. Bridge over Pacoima Diversion Channel is included in pedestrian projects, so cost is not included.
Telfair Av./Hollister St./Lazard St.	San Fernando Rd. - Montague St.	III	Yes	\$358,710	Bridge over Pacoima Wash is already funded, so cost is not included.
Bradley Av./4th St./Pala Av.	Polk St. - Pierce St.	III	Yes/No	\$138,550	
1st St./Frank Modugno Dr.	Polk St. - Brand Blvd.	III	Yes/No	\$249,800	
San Fernando Road/ Wolfskill St.	Bleeker St. - 1st St.	II & IV	Yes/No	\$1,039,500	Class IV in City of San Fernando eliminates 2 travel lanes; ADT <11,000. Controlled crossing at Bleeker St./San Fernando Rd. is included in pedestrian projects, so cost is not included.

**East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List**

ATTACHMENT B

Wheel Projects	Limits	Class	On Local Plans?	Direct Cost	Notes
Projects Perpendicular to ESFVTC and Passing Within 1/2 Mile of a Station					
Hatteras St.	Sepulveda Blvd. - Sunnyslope Av.	III	No	\$487,690	Includes jog on Costello Av.-Emelita St.-Ranchito Av. per map.
Gilmore St./ Friar St.	Columbus Av. - Ranchito Av.	III	No	\$916,940	
Hart/ St./Lennox Av./Vose St./Varna St.	Orion Av. - Tujunga Wash	III	No	\$340,390	
Sherman Way	Woodley Av. - Laurel Canyon Blvd.	IV	Yes	\$7,050,000	Eliminates 2 lanes; ADT may be high for lane reduction near I-
Lanark St./Cantara St./ Nagle Av.	Sepulveda - Coldwater Cyn Ave.	III	Yes/No	\$621,930	
Chase St.	I-405 - Canterbury Av.	III & II	Yes	\$79,940	
Nordhoff St.	Balboa Blvd. - I-405 & Moonbeam Av. - Sylmar Av.	II	Yes	\$1,314,000	
Tupper St./ Noble Av.	Nordhoff St.- Terra Bella St.	III	Yes/No	\$259,030	
Devonshire St.	Balboa Blvd.- Woodman Av.	IV	Yes	\$3,445,000	Eliminates 1 or 2 travel lanes; ADT < 20,000
Canterbury Av.	Filmore St. - Tujunga Wash	III	No	\$105,740	
Arleta Av.	Brand Blvd. - Tujunga Wash	IV, II, III	No	\$2,347,380	Eliminates 2 travel lanes; ADT < 20,000
Laurel Canyon Blvd.	Rinaldi St. - Peoria St.	II	Yes	\$1,138,000	Roadway width varies; eliminates some parking
Brand Blvd.	O;Melveny Ave. - 8th St.	II & III	Yes	\$205,710	No lane reduction required.
Harding St.	1st St. - Gladstone Av.	III	Yes	\$74,750	
Hubbard St./Av.	Laurel Canyon Blvd. - Eldridge Av.	II	Yes	\$600,000	Eliminates 1 travel lane; ADT > 20,000
Astoria St.	Bleeker St. - Eldridge Av.	III	Yes	\$104,900	
TOTAL DIRECT COSTS				\$29,407,830	

**East San Fernando Valley Light Rail Transit First/Last Mile
Selected Projects List**

ATTACHMENT B

Wheel Projects	Limits	Class	On Local Plans?	Direct Cost	Notes
ALTERNATE/BACK-UP PROJECTS					
Kittridge St.	Sepulveda Blvd. - Matilija Av.	III	Yes	\$272,190	Alternative to Gilmore.
Wyandotte St.	I-405 - Van Nuys Blvd.	III	No	\$223,500	Alternative to Sherman Way for a small area.
Parthenia St.	Balboa Blvd. - Van Nuys Blvd.	IV	Yes	\$3,745,340	Alternate to Nordhoff. Eliminates 2 lanes; ADT 26,000 - 33,000 (high for lane reduction).
Plummer St.	Balboa Blvd. - Woodman Av.	IV	No	\$4,435,000	Alternative to Nordhoff. Eliminates 2 travel lanes; ADT < 20,000.
Lassen St.	Balboa Blvd. - Woodman Av.	IV	No	\$2,900,000	Alternative to Nordhoff. Eliminates 2 travel lanes; ADT < 20,000.
Polk St.	Glenoaks Blvd. - Eldridge Av. &	II	Yes	\$300,000	Alternative to Hubbard.
	Telfair Av. - San Fernando Rd.				
Van Nuys Blvd.	LA River - Orange Line	IV	Yes	\$2,990,000	Direct access south to LA River.
Van Nuys Blvd.	San Fernando Rd. - Foothill Blvd.	IV	Yes	\$2,540,000	Direct access north to Foothill Blvd;upgrade from Class II.
Woodman Av.	Roscoe Blvd. - Sherman Way &	II	Yes	\$390,000	Completes existing north-south Class II (parallel to Van Nuys).
	Burbank Blvd. - Magnolia Blvd.	II	Yes		
Lemona Av.	Chatsworth St. - Nordhoff St.	III	Yes	\$696,780	Alternative to Pacoima Wash.
Montague St.	San Fernando Rd. - Woodman Av.	III	Yes	\$138,020	Extends access.
Glenoaks Blvd.	Foothill Blvd. - Hubbard St./Av.	II	Yes	\$472,000	Extends access north.
TOTAL DIRECT COSTS ALTERNATE/BACK-UP PROJECTS				\$19,102,830	

An illustration of a city street scene. In the foreground, a yellow and grey light rail train with the 'M' logo is moving from right to left. Several cars are parked or driving on the street. In the background, there are modern buildings, palm trees, and a clear blue sky. A large black banner with white text is overlaid on the top part of the image.

Next stop: light rail for the Valley.

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT



Metro

Planning and Programming Committee

November 18, 2020

First/Last Mile Plan

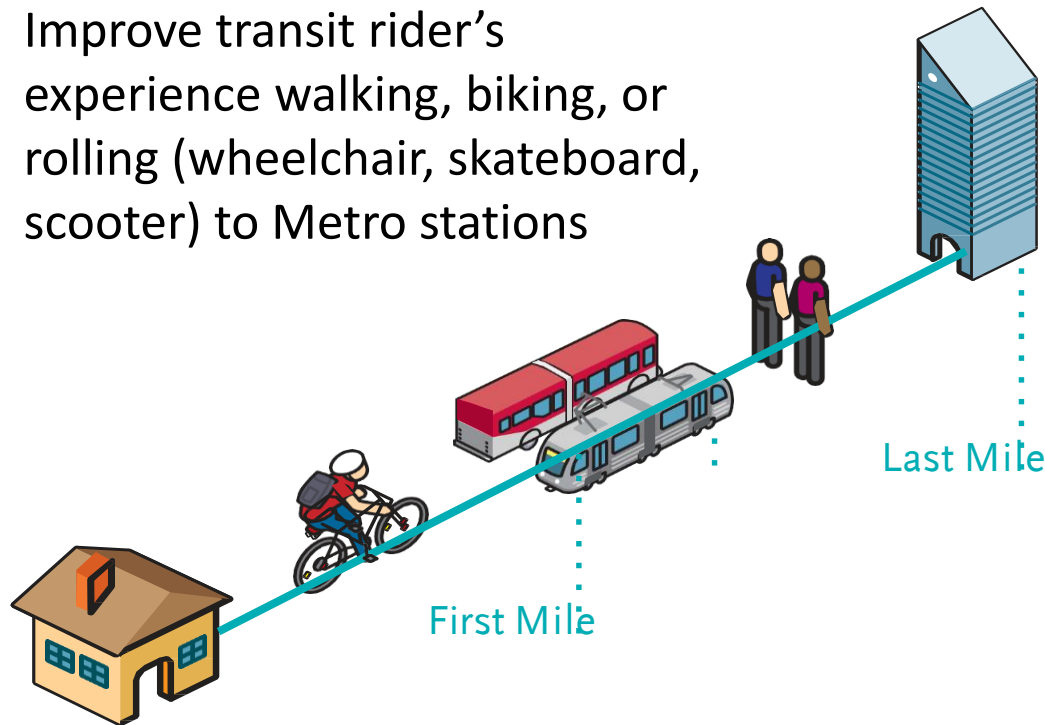
File ID 2019-0431

ADOPT East San Fernando Valley Light Rail
Transit First/Last Mile Plan and

DIRECT staff to return to the Board with
implementation recommendations
following completion of the First/Last Mile
Guidelines

Overview

- 14 future stations on the ESFVLRT
- Community-based process
- Improve transit rider's experience walking, biking, or rolling (wheelchair, skateboard, scooter) to Metro stations



Process Summary



Step 1: Identify areas to study

Fall 2018

Step 2: Walk audits

Late 2018

Step 3: Draft pathway network

Winter/
Spring 2019

Step 4: Community workshops to share results and receive input

Summer
2019

Step 5: Finalize station area plans

Fall/Winter
2019

Step 6: Prioritize projects for future phases

Early 2020

Walk Audits and Community Engagement



Working with CBOs

- Pacoima Beautiful and Save Moves

Walk Audits and Events

- 4 community walk audits
- 4 community workshops
- 6 “Coffee with the Principal” events
- 447 surveys received



Next Steps



- Return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines



File #: 2020-0660, File Type: Agreement

Agenda Number: 12.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2020**

SUBJECT: MARIACHI PLAZA JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute an amendment to an existing Exclusive Negotiation Agreement and Planning Document (“ENA”) with East LA Community Corporation (“ELACC”), that extends the term of the ENA six (6) months to June 15, 2021 and provides for three additional six (6) month extensions;
- B. DIRECTING staff to establish key milestones in the amended ENA for community outreach and cultural preservation; and
- C. DIRECTING staff to report back to the Board prior to the exercise of any of the three options to extend.

ISSUE

ELACC and Metro are parties to an ENA for the development of a mixed-use project (the “Site A Project”) on Metro-owned property adjacent to Mariachi Plaza (“Site A”) in the Boyle Heights community of the City of Los Angeles and the establishment of a community garden on 0.13 acres of Metro-owned property situated across the street from Site A (“Site B”). The ENA is set to expire on December 15, 2020 and an extension of the ENA term is needed to provide the time necessary to allow staff to continue its dialogue and review of ELACC and their capacity and approach to developing the projects. If this review is favorably completed, the extension is also needed to complete certain pre-development activities, continue community outreach and negotiate the terms of development and operating agreements for consideration by the Metro Board of Directors (“Board”).

DISCUSSION

In March 2018, Metro entered into an ENA with ELACC to plan and consider the development of the Site A Project on Site A and the community garden on Site B. The ENA has allowed Metro and ELACC to explore, refine and seek community input on both projects. An extension of the ENA term is needed to allow for staff to continue its dialogue with and review of ELACC to fully understand ELACC’s capacity and approach to completing the projects in a timely manner. Staff will report back to the Board prior to the conclusion of the initial extension period regarding its conclusions. Staff will also report back to the Board prior to the conclusion of each extension period regarding each

projects' progress and ELACC's responsiveness to the key milestones set forth in the amended ENA. The milestones for the first six-month extension period will include completion of a robust and broad community outreach effort in the Boyle Heights community in accordance with Metro-approved cultural preservation and updated outreach plans that are now under review.

At the August 2020 Board meeting, the Board approved a three-month extension to the existing ENA, and directed staff to (a) collaborate with ELACC to seek a mission-driven (or similar) development partner for the proposed projects; (b) collaborate with ELACC to ensure that all community stakeholders are included in ELACC's outreach efforts; and (c) report back to the Board on the forgoing directives in three months. Following the Board meeting, staff amended the ENA to extend the ENA term to December 15, 2020 and add developer requirements that were responsive to the Board's direction. The additional requirements also provided the developer with an option to demonstrate its capacity to advance the projects on its own. In addition, a cultural preservation plan and an updated outreach plan that provided for broader outreach were required, among other things.

ELACC has provided Metro staff with initial information in response to the additional ENA requirements. The information confirms ELACC's desire to continue its development efforts on its own, without a partner, and includes a draft cultural preservation plan intended to address how the Site A Project will preserve the cultural significance of Mariachi Plaza and the ability of mariachis to continue to perform and seek employment thereon. A draft updated outreach plan was also provided, along with the other required deliverables. Staff has performed an initial review of these materials and has determined that additional dialogue and analysis is needed during the initial six-month extension term in order to fully understand ELACC's capacity and approach to timely development of the projects, including further development of their cultural preservation and updated outreach plans.

If this effort results in a decision to continue development of each project with ELACC, the requested extensions will allow: (a) the parties to further refine each project's design; (b) ELACC to obtain entitlements and environmental clearance for the Site A Project from the City of Los Angeles; (c) ELACC to continue project-related stakeholder outreach in accordance with the Metro-approved cultural preservation and updated outreach plans; (d) the parties to negotiate a term sheet setting forth the key terms and conditions of a Joint Development Agreement ("JDA") and ground lease for Site A ("Term Sheet") for Board approval; (e) the parties to negotiate a separate agreement for the construction and operation of the community garden on Site B; and (f) the parties to execute the JDA and garden agreement.

Site A

Site A totals approximately 0.62 acres and is situated on the southwest corner of Pennsylvania Avenue and Bailey Street (see Attachment A - Site Map). As currently contemplated, the Site A Project contemplates a ground floor commercial program that supports the activity of the plaza with an approximately 2,000 sq. ft. mariachi cultural center and approximately 5,000 sq. ft. of retail space. In addition, the Site A Project proposes sixty (60) units of affordable housing along with associated parking for the commercial and residential uses. Thirty of the proposed apartments are planned to be Permanent Supportive Housing for homeless transitional aged youth. The remainder are slated for individuals and families earning between 30% and 50% of the Area Median Income.

Site B

Site B totals approximately 0.13 acres and is situated across Bailey Street from Site A on the southeast corner of Pennsylvania Avenue and Bailey Street (see Attachment A - Site Map). A community garden is proposed on Site B.

Outreach

From February through August 2016, Metro conducted an extensive public outreach process to help inform development guidelines for Site A and Site B. The input received from the community through this process, which included residents, neighbors, property owners, business owners and other stakeholders, was distilled into a community vision for the development sites that was set forth in the development guidelines. The guidelines were approved by the Boyle Heights Neighborhood Council on October 26, 2016 and the Metro Board on January 26, 2017. They were then included as part of the March 2017 Request for Proposals for the development of the sites, which ultimately resulted in the selection of ELACC's development proposal.

Since being selected to develop the sites, ELACC has worked with the community to inform the scope and design of the Site A Project and the community garden. To date, they have led a robust outreach effort that has included 10 community meetings/workshops, numerous small focus group meetings (including meetings with tenants, property owners and small businesses) and meetings with over seven community organizations. In addition, ELACC has engaged with the Boyle Heights Neighborhood Council, which have included several project presentations before the Neighborhood Council's Planning and Land Use Committee ("BHNC PLUC"). ELACC has also sought design input from the Metro-established Boyle Heights Joint Development Design Review Advisory Committee ("DRAC") twice, including a recent engagement on October 27, 2020, where additional public input was collected. Since the August 2020 Board meeting, ELACC has also reached out to opponents of the Site A Project and has committed to continue outreach to broader cross section of the community going forward. Staff will finalize an updated outreach plan as part of their continued dialogue with ELACC during the first of the requested ENA extensions.

During recent public meetings (i.e.; at the September and October BHNC PLUC meetings and the October DRAC meeting), community support for the Site A Project was mixed. A number of community members indicated support for the projects and mentioned the extensive prior outreach noted above which has led to the current scope and design. Others noted concerns about ELACC as the developer, along with the Site A Project's density, residential parking ratio (0.5 spaces/apartment), and potential negative impact on the surrounding community, including the mariachi's continued use of the plaza. The BHNC PLUC sided with project opponents at their September and October 2020 meetings and disapproved the Site A Project as currently contemplated.

Mariachis and Mariachi Plaza Operations

A central community concern about the proposed Site A project involves its potential impact on the mariachis and the continued ability to conduct mariachi festivals and other events on Mariachi Plaza. The Site A Project and the exclusive area that is planned to be ground leased to ELACC is situated on a dirt lot to the north of the plaza. The Site A Project will abut and frame the plaza but will not be

constructed on it. As such, this project is not intended to impact the mariachis or any festivals or events on the plaza. That said, ELACC has proposed shade structures and other plaza elements on areas of the plaza where they will not have exclusive use rights. These improvements are intended to enhance the community's and the mariachi's experience on the plaza and have been added based on prior community input. The impacts of the Site A Project and the proposed plaza improvements will continue to be subject to further dialogue with the mariachi community and other plaza stakeholders and will be addressed in the proposed cultural preservation and updated outreach plans. Finally, staff plans to explore solutions with the City, ELACC and other stakeholders regarding the operation of Mariachi Plaza in an effort to ensure that it remains a place to celebrate mariachi music and culture.

Mariachi Plaza Maintenance

At the August 2020 Board meeting Supervisor Solis requested that Metro look into the condition of Mariachi Plaza based on concerns raised by Boyle Heights community members. In response, Metro Facilities Maintenance reviewed the plaza's condition and has completed maintenance and repair work, including: the removal of graffiti; the repair and painting of all plaza light poles and wrought iron benches; the replacement of handrails, installation of bird deterrents and completion of other repairs on the plaza's stage; and the installation of missing plaza landscape grates. Metro Facilities Maintenance has also committed to continue its regular power washing of the plaza area and removal and disposal of all trash and will proactively remove graffiti to keep the plaza and station clean, safe and inviting. In addition, COVID-19 efforts have been enhanced so that all touch-point surfaces are disinfected at least once per day. The plaza's artwork is in the process of being cleaned and repaired. This work should be completed by November 30, 2020. Lastly, Metro contracted security in the plaza, which was previously provided five (5) days per week, was expanded to seven (7) days per week on November 1, 2020.

The kiosk is located on a portion of the plaza that is owned and maintained by the City of Los Angeles. Metro's Real Estate Asset Management is currently working with the City to confirm maintenance responsibilities.

Equity Platform

Consistent with the Equity Platform pillar "listen and learn", the projects have undergone an extensive community engagement process as noted above. Furthermore, the projects provide an opportunity to "focus and deliver" by adding much needed transit-oriented affordable housing to the community.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks an extension of the ENA term. Appropriate construction oversight will be included under the ground lease for Site A as part of any construction of the Site A Project to ensure that such work does not adversely impact Metro property, improvements or service, or the continued safety of Metro staff, contractors or the public. Similar provisions would be included in any agreement for the construction and operation of the community garden on Site B.

FINANCIAL IMPACT

Funding for joint development activities related to Site A and Site B is included in the adopted FY21 budget under Cost Center 2210, Project 401018.

Impact to Budget

There is no impact to the FY21 budget, which includes costs associated with negotiation and preparation of the Term Sheet, JDA and garden agreement, design review, and the support of outreach efforts. No new capital investment or operating expenses are anticipated to implement the Site A Project or the community garden, and revenues from an ELACC deposit under the ENA offset certain staff and project-related professional service costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #3 to “enhance communities and lives through mobility and access to opportunity.” If the Site A Project and the community garden are advanced, they would deliver critical transit-accessible affordable housing, commercial and cultural space, and other community amenities. In addition, such advancement will implement Initiative 3.2, which states “Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.”

ALTERNATIVES CONSIDERED

The Board could choose not to amend the ENA to extend the ENA term, in which case the ENA would expire on December 15, 2020. Subject to applicable law, Metro could then choose to solicit new proposals for development of Site A and Site B from the development community or could elect to hold these sites for future development. Staff does not recommend these alternatives as proceeding with the Site A Project and the Site B Project is the most timely way to bring much needed transit-accessible affordable housing to the community, as well as commercial and cultural space and a community garden, each of which is in alignment with Metro’s Strategic Plan and Equity Platform.

NEXT STEPS

Upon approval of the recommended action, Metro and ELACC will execute an amendment to the ENA in accordance with the Board approved recommendation. Under the extended ENA, Metro staff will first continue its dialogue with ELACC and analysis of ELACC’s development capacity and approach, which will include finalizing the noted cultural preservation plan and updated outreach plan. If the conclusion of this effort leads to a decision to continue development of each project with ELACC, then the parties will work to (a) continue and complete the robust and broad community outreach effort in the Boyle Heights community pursuant to the Metro-approved cultural preservation and updated outreach plans in the first six-month extension; (b) advance and refine the design of the Site A Project and the community garden; (c) secure Site A Project funding and entitlements and environmental approvals from the City of Los Angeles; (d) finalize negotiation of a Term Sheet for the Site A Project and return to the Board for its approval and the authority to execute a JDA and ground lease in accordance therewith; and (e) finalize negotiation of an agreement for the construction and operation of the community garden. In addition, ELACC will continue to conduct the work set forth in the Metro-approved cultural preservation plan and lead appropriate community outreach regarding

the Site A Project and the community garden.

ATTACHMENTS

Attachment A - Site Map

Prepared by:

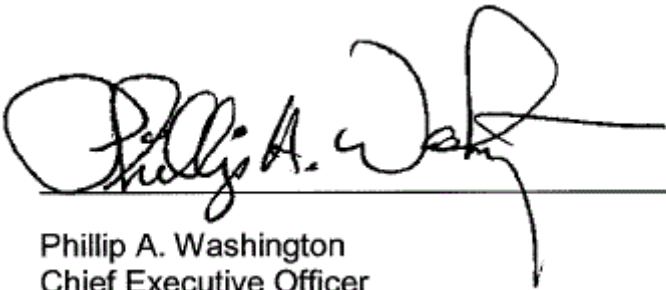
Olivia Segura, Senior Manager, Countywide Planning & Development, (213) 922-7156

Greg Angelo, Senior Director, Countywide Planning & Development, (213) 922-3815

Nick Saponara, EO, Countywide Planning & Development, (213) 922-4313

Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer


Attachment A – Site Map



Parcel A
Size: 0.62 acres
Current Use: Leased for parking

Parcel B
Size: 0.13 acres
Current Use: Vacant

Mariachi Plaza Gold Line Station and Plaza
Size: 0.70 acres

 Station Entrance



Next stop: vibrant communities.

Mariachi Plaza Joint Development

Planning and Programming Committee

November 18, 2020

Legistar File: 2020-0660






Recommendation

- A. AUTHORIZING the Chief Executive Officer to execute an amendment to an existing Exclusive Negotiation Agreement and Planning Document (“ENA”) with East LA Community Corporation (“ELACC”), that extends the term of the ENA six (6) months to June 15, 2021 and provides for three additional six (6) month extensions;
- B. DIRECTING staff to establish key milestones in the amended ENA for community outreach and cultural preservation; and
- C. DIRECTING staff to report back to the Board prior to the exercise of any of the three options to extend.

Site Overview



-  Site A: 0.62 acres
-  Site B: 0.13 acres
-  Mariachi Plaza: 0.70 acres

- **Developer:** ELACC
- **Site A:** 0.62 acres, vacant
- **Site B:** 0.13 acres, vacant
- **Proposed Project:**

Site A (Lucha Reyes Apt.):

- > 2,000 sq. ft. mariachi cultural facility
- > 5,000 sq. ft. commercial
- > 60 apartments
 - 30 supportive housing units
 - 28 affordable family units (30% - 50% of AMI)
- > 30 residential parking spaces
- > 16 commercial parking spaces

Site B:

- > Community Garden

Background/Timeline

- **2016:** Metro reinitiated Joint Development process for the site with a community-driven visioning process which informed Development Guidelines that were approved by the Board in January 2017.
- **March 2018:** Following a competitive solicitation, Metro entered into ENA with ELACC during which ELACC performed outreach, including 10 community meetings/workshops, numerous focus groups, and presentations to the Boyle Heights Neighborhood Council (BHNC), the BHNC Planning & Land Use Committee (BHNC PLUC) and the Metro Design Review Advisory Committee (DRAC)
- **August 2020:** Board approved a 3-month extension during which ELACC was required to meet goals, including demonstration of capacity and performance of additional outreach
- **September-October 2020:** ELACC presented at the BHNC PLUC and the DRAC, where additional feedback was received
- **December 15, 2020:** ENA set to expire

Status

- Reviewing ELACC's development capacity/approach
 - Reviewing an updated outreach plan and requiring continued and expanded outreach to address concerns from community stakeholders
 - Reviewing a cultural preservation plan to ensure that the cultural significance of Mariachi Plaza is protected and mariachis can continue to perform and seek employment thereon
- Continuing review of project design
- Addressed maintenance issues on Mariachi Plaza in response to Board direction

Next Steps

- Execute an amendment to the ENA
 - Providing the requested term extension and options; and
 - Requiring key milestones for community outreach and cultural preservation with report backs to the Board prior to the exercise of any of the options to extend
- Continue dialogue and review of ELACC and their development capacity and approach
 - If conclusion is to continue with ELACC, work to advance the development and garden, including refining the design, continuing outreach in accordance with the updated outreach and cultural preservation plans and submitting for entitlements
 - Finalize negotiation of a Term Sheet and return to the Board for its approval to execute a JDA and ground lease

**Board Report**

File #: 2020-0689, **File Type:** Contract**Agenda Number:** 14.

REVISED
PLANNING & PROGRAMMING COMMITTEE
NOVEMBER 18, 2020

SUBJECT: SEPULVEDA TRANSIT CORRIDOR COMMUNITY PARTICIPATION PROGRAM**ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 54-month, firm fixed price Contract No. PS68039000 to Arellano Associates LLC, for the Sepulveda Transit Corridor Community Participation Program, in the total amount of \$4,861,759 (inclusive of four optional tasks: Task 3.1.1 for Copywriting and Mailing Support in the amount of \$81,417, Task 4.1.1 for Printing in the amount of \$25,167, Task 5.2 for Video Production in the amount of \$167,234, and Task 11 for the expansion of the program to include the Westside-LAX area in the amount of \$1,073,011), subject to the resolution of protest(s), if any.

ISSUE

On January 24, 2020, Metro issued a Request for Proposals (RFP No. PS68039) seeking a qualified contractor for professional services to develop a Community Participation Program for the Sepulveda Transit Corridor Project (Project). Optional tasks allow for the development of a Community Participation Program to include a Study Area from Westside-LAX, in addition to Valley-Westside. Board approval is needed to award Contract No. PS68039000 to allow the contractor to begin work on supporting the environmental process and the advancement of the Pre-Development Agreement (PDA) process.

BACKGROUND

The Project will provide an essential transportation link across the Santa Monica Mountains, connecting the heavy concentration of households in the San Fernando Valley with major employment and activity centers on the Westside, including LAX.

The Project was included in Metro's 2009 Long Range Transportation Plan (LRTP) and is included in the updated 2020 Draft LRTP. In 2016, the Project was accelerated by the approval of Measure M. The Measure M Expenditure Plan identifies the Valley-Westside portion of the Project (referred to as "Phase 2" in Measure M) for groundbreaking in 2024 and opening in 2033-35. Measure M identifies the Westside-LAX portion of the Project (referred to as "Phase 3" in Measure M) for groundbreaking

in 2048 and opening in 2057-59.

On July 27, 2019, the Board approved the PDA approach to support the Project's development and approved the solicitation of up to two PDA contracts for the Project. The PDA process allows for early contractor involvement in project design through the development of independently proposed alternatives. Services associated with the PDA process are proceeding under a separate procurement.

The Board awarded the contract for environmental and engineering services on August 27, 2020.

DISCUSSION

The Outreach Contractor will support the facilitation and implementation of a Community Participation Program (Program) for the Project, inclusive of the environmental study, the work of the PDA developers as it contributes to the outreach associated with the environmental study, related advanced conceptual engineering (ACE) and associated transit-oriented communities (TOC), first/last mile planning and design of the Project.

The Contractor will be guided by Metro's 2019 Public Participation Plan (Attachment C) to ensure the Program is consistent with the pertinent laws, regulations, policies, and guidelines pertaining to minimum baseline thresholds for public outreach that include Title VI, Environmental Justice, and ADA compliance requirements. Additionally, the community engagement program shall be sensitive to issues of equity in planning for this important regional transit project.

Consistency with Metro's Equity Platform Framework

To help address disparities in access to opportunity across Los Angeles County, the Metro Board adopted the Equity Platform policy framework in February 2018 and a working definition of Equity Focus Communities (EFCs) in June 2019. The Sepulveda Transit Corridor is consistent with the Metro Equity Platform in that the alternatives help address accessibility for residential and employment centers, support for transit-oriented communities' policies, support for first/last-mile connections, and investment in disadvantaged communities. In addition, ridership estimates suggest that a large share of the ridership demand would include low-income riders. Going forward, the Project will use the working definition of EFCs, along with other metrics as appropriate, to guide analyses and to conduct robust community engagement.

The Outreach Contractor will facilitate and support the development of a Community Participation Program that ensures robust public outreach to all stakeholders, particularly EFCs and transit riders, will continue to be a critical element of the Project as it advances.

DETERMINATION OF SAFETY IMPACT

The community participation program will not have any impact on the safety of our customers and/or employees.

FINANCIAL IMPACT

\$2.96 million is included in the FY21 budget in Project 460305 (Sepulveda Transit Corridor) in Cost Center 4360 (Mobility Corridors Team 3) to support community outreach associated with environmental clearance and Advanced Conceptual Engineering. Upon approval of this action, staff will ensure necessary funds are allocated to the project. This amount is consistent with the CEO's Call to Action Financial Recovery Plan.

Costs associated with the PDA contract(s) are being budgeted by the Program Management Division in Cost Center 8510. Since this is a multi-year program, the Cost Center Managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

The Community Participation Program for the Project will support the third goal of the Vision 2028 Metro Strategic Plan by enhancing communities and lives through mobility and access to opportunity. Using Metro's Equity Platform as a guide, the Program will prioritize genuine public and community engagement to a wide array of diverse stakeholders, using tactics and strategies appropriate to the Project's stakeholders, including those who reside within the Study Area and those who travel through it.

ALTERNATIVES CONSIDERED

The Board could choose not to approve any or all of the recommendations. This is not recommended as this work is necessary to prepare for the launch of the environmental process, the arrival of the PDA contractor team(s), and to maintain the Measure M delivery schedule.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS68039000 to Arellano Associates LLC to provide professional services for the development of the Community Participation Program for the Sepulveda Transit Corridor Project.

ATTACHMENTS

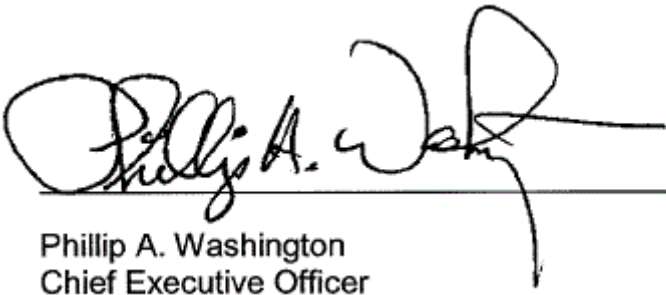
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Metro 2019 Public Participation Plan

Prepared by: Karen Swift, Senior Manager, Planning & Environmental Communications, Community Relations, (213) 922-1348
Lilian De Loza-Gutierrez, Director, Planning & Environmental Communications, Community Relations, (213) 922-7479
Anthony Crump, DEO, Community Relations, (213) 418-3292

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154
James De La Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SEPULVEDA TRANSIT CORRIDOR COMMUNITY PARTICIPATION
PROGRAM / PS68039000

1.	Contract Number: PS68039000	
2.	Recommended Vendor: Arellano Associates LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: January 24, 2020	
	B. Advertised/Publicized: January 24, 2020	
	C. Pre-Proposal Conference: February 5, 2020	
	D. Proposals Due: February 24, 2020	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: October 6, 2020	
	G. Protest Period End Date: November 23, 2020	
5.	Solicitations Picked up/Downloaded: 87	Bids/Proposals Received: 3
6.	Contract Administrator: Ana Rodriguez	Telephone Number: 213-922-1076
7.	Project Manager: Karen Swift	Telephone Number: 213-922-1348

A. Procurement Background

This Board Action is to approve Contract No. PS68039000 in support of developing and implementing a community engagement program for the Sepulveda Transit Corridor's environmental review process, inclusive of the Pre-Development Agreement process. Board approval of contract awards is subject to resolution of any properly submitted protest.

Request for Proposals (RFP) No. PS68039 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

No amendments were issued during the solicitation phase of this RFP.

A pre-proposal conference was held on February 5, 2020 and was attended by 23 participants representing 20 firms. There were 5 questions submitted and responses were released prior to the proposal due date.

A total of 87 firms downloaded the RFP and were included on the plan holders list. A total of three proposals were received by the due date of February 24, 2020 from the following firms:

- Arellano Associates LLC
- Lee Andrews Group, Inc.
- McCormick-Busse, Inc. (MBI Media)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Community Relations Department, Countywide Planning Department, and Transit Project Delivery (Program Management) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

• Minimum Requirements and Qualifications	Pass/Fail
• Understanding of the Scope of Services and Approach	35 percent
• Experience of Team Members	35 percent
• Effectiveness of Project Management Plan	10 percent
• Price Proposal	20 percent

Several factors were considered when developing these weights, giving the greatest importance to understanding of the scope of services and the experience of team members.

All proposers were determined to have met the minimum requirements and qualifications identified in the RFP. During the period of February 24, 2020 to March 30, 2020, the PET members independently evaluated and scored the technical proposals. All three firms were interviewed by the PET on April 15 and 16, 2020. The firms were requested to focus their presentation on the project management approach, how they would adhere to Metro's Communications Protocol established for this project, and how they would engage harder-to-reach populations.

The PET finalized their scores on August 7, 2020. The final scoring determined Arellano Associates to be the highest ranked firm.

Qualifications Summary of Firms within the Competitive Range:

Arellano Associates

Arellano Associates (AA) is a Metro certified SBE that specializes in providing communications, public and stakeholder engagement strategies to its clients. Similar past outreach projects include the Sepulveda Transit Feasibility Study, NextGen Bus Study, the Metro Purple Line Extension Section 2 outreach, and the West Santa Ana Branch Transit Corridor Community Participation Program.

AA submitted a technical proposal containing a comprehensive approach and demonstrated a good understanding of the project issues, activities, and tools required to complete the work. The assembled team demonstrated their knowledge and experience in this corridor and their understanding of the various relevant stakeholders.

MBI Media

MBI Media (MBI) is a Metro-certified SBE that was established in 1989 and is a strategic communications firm with over 30 years of experience in the areas of outreach, media, and community relations. Similar past projects include the Metro Link Union Station project, the Metro I-710 EIR/EIS project, and the Metro Long Range Transportation Plan.

Lee Andrews Group

Lee Andrews Group is a Metro-certified SBE that was established in 1993 and has over 26 years of experience. They provide public outreach services to public agencies. Similar past projects include Community Outreach for the Crenshaw/LAX Transit Corridor and the Public Information Management for the I-15 Cajon Pass Rehabilitation Design-Build Project.

A summary of the PET scores is provided below.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Arellano Associates				
3	Understanding of the Scope of Services and Approach	92.57	35.00%	32.40	
4	Experience of Team Members	87.14	35.00%	30.50	
5	Effectiveness of Project Management Plan	82.00	10.00%	8.20	
6	Price Proposal	30.10	20.00%	6.02	
7	Total		100.00%	77.12	1
8	MBI Media				
9	Understanding of the Scope of Services and Approach	58.00	35.00%	20.30	
10	Experience of Team Members	61.71	35.00%	21.60	
11	Effectiveness of Project Management Plan	56.50	10.00%	5.65	
12	Price Proposal	100.00	20.00%	20.00	
13	Total		100.00%	67.55	2
14	Lee Andrews Group				
15	Understanding of the Scope of Services and Approach	52.00	35.00%	18.20	
16	Experience of Team Members	52.57	35.00%	18.40	
17	Effectiveness of Project Management Plan	48.00	10.00%	4.80	
18	Price Proposal	70.58	20.00%	14.12	
19	Total		100.00%	55.52	3

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical evaluation, fact finding, and negotiations.

Metro's ICE underestimated the level of effort that would be required to complete the project. Furthermore, the original proposal assumed a much higher level of effort than would be required, especially with regards to the optional task for expanding the Community Participation program to include the Westside/LAX area. The optional Westside/LAX task accounted for over 40% of the total proposed price and this was not commensurate with Metro's expectations for this task, if it should be exercised. Through discussions, clarifications, and negotiations, a more efficient level of effort was determined which resulted in cost savings to Metro.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	Arellano Associates	\$8,948,709	\$4,627,401	\$4,861,759
2.	MBI Media	\$2,692,231		
3.	Lee Andrews Group	\$3,814,226		

D. Background on Recommended Contractor

The recommended firm, Arellano Associates is located in Chino Hills, CA, has been in business for 25 years and focuses on communications for public infrastructure and urban planning programs. Arellano Associates has completed previous projects for Metro and has performed satisfactorily.

DEOD SUMMARY

**SEPULVEDA TRANSIT CORRIDOR COMMUNITY PARTICIPATION PROGRAM
PS68039000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Arellano Associates, an SBE prime, exceeded the goal by making an 81.21% SBE and 3.13% DVBE commitment.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	81.21% SBE 3.13% DVBE
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	SBE Subcontractors	% Committed
1.	Arellano Associates (SBE Prime)	55.42%
2.	Circlepoint	6.03%
3.	Cityworks Design Group	6.04%
4.	Katherine Padilla & Associates	8.05%
5.	Young Communications Group	5.67%
	Total SBE Commitment	81.21%

	DVBE Subcontractors	% Committed
1.	Sunset Cliffs Productions	3.13%
	Total DVBE Commitment	3.13%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

2019 Public Participation Plan (link)

http://media.metro.net/about_us/community_relations/images/plan-publicparticipationplan-2019-10.pdf



Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT



Metro®

Metro Board of Directors
November 2020

Background and Context

- > September 18, 2019 Board Box: Selection of project alternatives will occur after the PDA proposals are received.
- > October 31, 2019: RFP for PDA issued.
- > December 11, 2019: RFP for environmental contract issued.
- > December 2019 Board Meeting: Findings of the Sepulveda Transit Corridor Feasibility Study received.
- > January 24, 2020: RFP for outreach contract issued.
- > August 2020 Board Meeting: Contract for environmental analysis and advanced engineering design services is awarded.



November 2020 Metro Board Action

- > **AUTHORIZE** the Chief Executive Officer (CEO) to:
- > **AWARD AND EXECUTE** a 54-month, firm fixed price Contract No. PS68039000 to Arellano Associates LLC, for the Sepulveda Transit Corridor Community Participation Program, in the total amount of \$4,861,759 (inclusive of \$1,346,831 in optional tasks) subject to the resolution of protest(s), if any.
- > Develop a Community Participation Program for the Sepulveda Transit Corridor Project to support the environmental process and the advancement of the Pre-Development Agreement (PDA) process.

Outreach Services Contract Award

- > Support facilitation and implementation of the project's Community Participation Program
- > Ensure consistency with Metro's Public Participation Plan, Equity Platform, Title VI, Environmental Justice, and ADA compliance requirements.
- > Support Metro's Vision 2028 Strategic Plan Goal 3.3: Genuine public and community engagement to a wide array of diverse stakeholders, including Equity Focused Communities and transit riders.



Project Schedule



Early Planning and Procurement

2017-2021

Metro conducts Feasibility Study of transit service between San Fernando Valley and LAX.

Metro issues requests for proposals and selects contractors for environmental, outreach, and up to two Pre-Development Agreement (PDA) teams.



Pre-Development Agreement and Environmental Review

2021-2025

PDA teams develop project alternatives optimized for public-private partnership (P3) delivery.

Metro conducts state and federal environmental studies.



Public-Private Partnership

2025

Metro issues request for P3 proposal for LPA delivery.

Project alternatives are refined through feedback with environmental process.

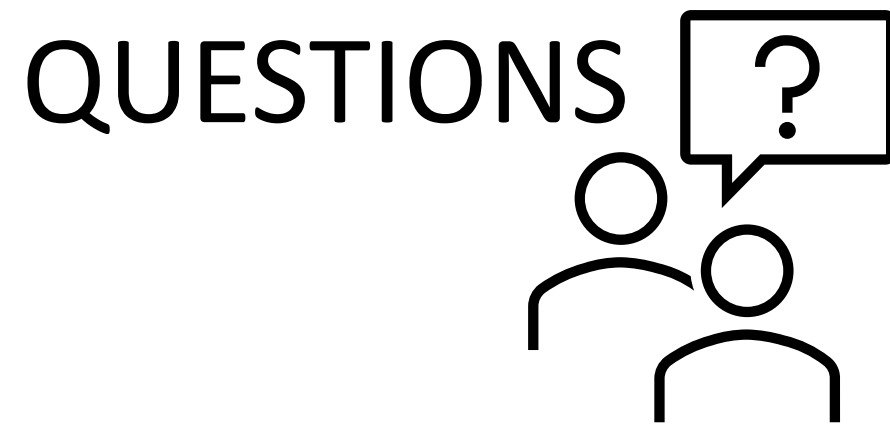
Metro identifies a Locally Preferred Alternative (LPA).

Engineering for LPA advances.

Next Steps

- > Issue Notice to Proceed for the outreach contractor.
- > Coordinate with Planning to prepare for robust public engagement to support the launch of the environmental phase in 2021 after all contracts have been awarded.

Thank You





Board Report

File #: 2020-0648, File Type: Contract

Agenda Number: 16.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 19, 2020****SUBJECT: ELECTRICAL HARNESS KITS****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a four-year, indefinite delivery, indefinite quantity Contract No. SD69847000 to DSM&T Company Inc., the lowest responsive and responsible bidder for electrical harness kits. The Contract two-year base amount is \$696,420 inclusive of sales tax with a one-year option amount of \$435,263, inclusive of sales tax and a second-year option amount of \$435,262, for a total contract amount of \$1,566,945, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the acquisition of electrical harness kits are required to maintain the safe and reliable operation of the Cummins natural gas engines, electronic cooling fan systems, catalytic converter exhaust sensing systems, and on-board diagnostic systems in the current bus fleet. Award of this contract will ensure that Metro's Bus Maintenance has adequate inventory and supplies for replacement of the electrical harnesses during the bus midlife refurbishment program.

BACKGROUND

Transit bus engines, transmissions, cooling systems, air conditioning systems, doors, and numerous other systems and components are controlled electrically by switches, sensors, and computers located throughout the buses. Electrical harnesses provide the connection to allow communication through electronic signals to control these systems and components. The harnesses are a critical part of the bus electrical systems, and degradation of the harnesses can significantly impact the performance and reliability of the engine, transmission, and cooling systems. Corrosion or wear in electrical connectors can result in performance problems and unnecessary in-service failures and increased maintenance costs.

DISCUSSION

Electrical harnesses extend throughout the outer shell of all transit buses to control propulsion, access, and comfort systems on buses, along with providing electronic signals for safety devices, such as headlights, taillights, brake lights, and alarm systems. Wiring harnesses degrade over time due to heat and moisture intrusion, which can lead to open circuits, shorted circuits, and high electrical resistance that can lead to the overheating of wires and connectors in the bus electrical

systems.

The electrical harnesses will be replaced during the midlife refurbishment of the New Flyer Xcelsior 40' transit buses, which are approaching 8 years of age and 300,000 life miles. The new harnesses will ensure a high level of performance and reliability of the new Cummins L9N near-zero emissions engine, exhaust, and cooling system, which require numerous sensors configured to allow for more efficient operation and reduced emissions for the propulsion system.

The contract to be awarded is a "requirements type" agreement in which Metro commits to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for Metro to order all of the electrical harness kits that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) recommended a two percent 2% DBE goal for this solicitation and DSM&T Company Inc. made a 2% DBE commitment.

Electrical harness kits will be purchased, maintained in inventory and managed by Material Management. As electrical harness kits are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of this contract will result in a positive impact on safety by ensuring that the Central Maintenance Shops midlife refurbishment program has an adequate inventory of parts to safely maintain the bus fleet according to preventive maintenance requirements and Metro Maintenance standards. Ensuring an adequate supply of critical parts ensures the performance and reliability of the bus fleet which will have a beneficial impact on system safety.

FINANCIAL IMPACT

Funding of approximately \$226,337 for the electrical harness kits is required for the remainder of the current fiscal year and is included in the FY21 budget under account 50441, Parts - Revenue Vehicle in the Central Maintenance cost center 3366 under project 203024 midlife refurbishment program. Since this is a multi-year contract, the cost center managers and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years including any option exercised.

Impact to Budget

The source of funds will come from Federal and local funds that are eligible for Bus and Rail Operating Projects. Use of these funding sources maximizes established funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of electrical harness kits supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The installation of electrical harness kits during the midlife refurbishment program will maintain the reliability of the bus fleet and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is to not award the contract and procure electrical harness kits on the open market on an as-needed basis. This approach is not recommended since the manufacturing of electrical bus harnesses is a very complex process requiring extensive quality control. Purchasing these kits on the open market does not provide an equal level of quality control and does not provide a commitment from the supplier to ensure availability and price stability.

NEXT STEPS

Metro's requirements for electrical harness kits will be fulfilled under the provisions of the contract.

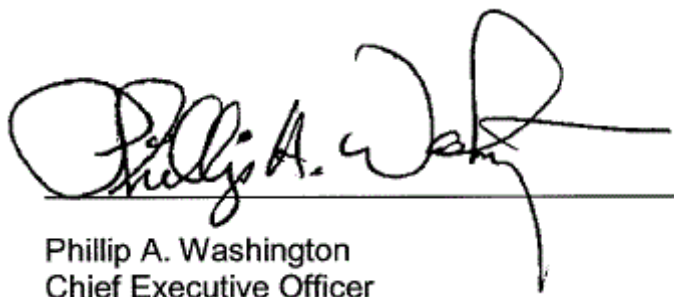
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: James D. Pachan, Superintendent of Maintenance, (213) 922-5804

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PURCHASE OF ELECTRICAL HARNESS KITS

CONTRACT NO. SD69847000

1.	Contract Number: SD69847000	
2.	Recommended Vendor: DSM&T Company Inc. 10609 Business Dr., Fontana, CA 92337	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 5/18/20	
	B. Advertised/Publicized: 5/18/20	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 7/31/2020	
	E. Pre-Qualification Completed: 9/23/20	
	F. Conflict of Interest Form Submitted to Ethics: 10/1/20	
	G. Protest Period End Date: 9/25/20	
5.	Solicitations Picked up/Downloaded: 22	Bids/Proposals Received: 3
6.	Contract Administrator: Tanya Allen	Telephone Number: 213/922-1018
7.	Project Manager: Alex DiNuzzo	Telephone Number: 213/922-5860

A. Procurement Background

This Board Action is to approve Contract No. SD69847000 for the procurement of Electrical Harness Kits. Board approval of contract awards are subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. SD69847 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendment was issued during the solicitation phase of this IFB.

A total of three bids were received on July 31, 2020:

1. Kiepe Electric LLC
2. DSM&T Company, Inc.
3. Longview Holdings, Inc.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. There were two (2) bids that were deemed responsive and responsible to the IFB requirements. However, Kiepe Electric LLC, the apparent low bidder, was deemed non-responsive due to failing to meet the mandatory 2% Disadvantage Business Enterprise (DBE) DEOD goal.

DSM&T Company, Inc. was determined to be the lowest responsive and responsible bidder and was in full compliance with the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from DSM&T Company, Inc. has been determined to be fair and reasonable based upon adequate price competition.

Low Bidder Name	Bid Amount	Metro ICE
DSM&T Company, Inc.	\$1,566,945.00	\$1,170,000
Longview Holdings, Inc.	\$1,980,198.00	

D. Background on Recommended Contractor

The recommended firm, DSM&T Company, Inc., is in Fontana, CA has been in business for thirty-eight (38) years. DSM&T Company, Inc. has provided similar products for Metro and other agencies including the Los Angeles Police, LA Sheriff, and San Diego Sheriff Departments; and various smaller municipalities in Los Angeles, San Bernardino and Riverside Counties and numerous other transit properties that are available upon request. DSM&T Company, Inc. has provided satisfactory services and products to Metro on previous purchases.

DEOD SUMMARY**ELECTRICAL HARNESS KITS / SD69847000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this solicitation. DSM&T Company Inc. made a 2% DBE commitment.

In response to a specific Task Order request with a defined scope of work, the prime consultant will be required to identify the actual dollar value commitment for that Task Order. Overall DBE achievement in meeting the commitment will be determined based on cumulative DBE participation of all Task Orders awarded.

Small Business Goal	2% DBE	Small Business Commitment	2% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Say Cargo Express	Hispanic American	2.00%
	Total Commitment		2.00%

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2020-0703, **File Type:** Contract

Agenda Number: 17.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 19, 2020

SUBJECT: PARTS WASHER SERVICES FOR METRO BUS AND RAIL MAINTENANCE FACILITIES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. PS193893601 with FRS Environmental, Inc., to provide parts washer leasing, maintenance and repair services to increase contract value by \$100,000 from \$1,346,202 to a total not-to-exceed contract amount of \$1,446,202 and extending the period of performance from January 31, 2021 to April 30, 2021.

ISSUE

The existing contract will expire on January 31, 2021. To continue providing the required parts washer leasing, maintenance and repair services, additional funding is necessary to ensure service continuity and avoid any interruption to Metro's operations while Metro procures a new parts washer services contract for board consideration in February 2021.

BACKGROUND

On September 24, 2015, Metro Board of Directors awarded Contract No. PS193893601 to FRS Environmental, Inc., the lowest responsive and responsible bidder, for parts washing services effective October 1, 2015.

Under the existing contract, parts washing services are performed throughout Metro Maintenance facilities. The parts washers are used to remove dirt, grime, and grease from parts, tools, and equipment using aqueous (water or solvent-based) solutions. These units support the diverse production requirements of Metro Central Maintenance Shops as well as bus and rail operating divisions.

DISCUSSION

Thirty-nine of the sixty-seven parts washers currently leased by Metro are located at the Central Maintenance Facility (CMF). CMF is responsible for providing heavy bus maintenance support to the operating divisions including but not limited to: failed engine and transmission dismantling, rebuilding

and replacement, major accident repair, complete bus painting, and the rebuilding of components for power plant assemblies. Operating divisions also utilize parts washer equipment to support their daily maintenance requirements.

The contracted services include the provision of contractor-owned parts washing equipment, refilling these machines to their optimal level and removing hazardous waste materials for proper disposal (off-site), and performing preventative maintenance on the units. These services are performed at various scheduled intervals dependent on specific location requirements/applications. FRS Environmental, Inc., a Small Business Prime (Set-Aside), made a 100% Small Business Enterprise (SBE) commitment. Based on payments, the contract is 96% complete and the current SBE participation is 100%.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure that CMF and the operating divisions will continue to maintain equipment and cleaned parts needed to repair and maintain buses and trains in accordance with Metro Maintenance standards.

FINANCIAL IMPACT

Funding of \$100,000 is included in the FY21 Budget under cost center 3366 - Central Maintenance Shops (CMS), account 50308, Service Contract Maintenance, project 306002; cost center 3942 - Red Line, account 50308, Service Contract Maintenance, project 300044; cost center 3943 - Green Line, account 50308, Service Contract Maintenance, project 300033.

Impact to Budget

The current source of funding for this action is State and Local sources including sales tax and fares that are eligible for Operations. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Metro objectives for this contract are to increase efficiency, minimize costs, maintain infrastructure free of unwanted vegetation through the application of pre-emergent herbicides, contact herbicides and growth inhibitors and comply with all applicable Federal, State and Local laws.

ALTERNATIVES CONSIDERED

Staff considered providing this service through Metro in-house staff. This alternative is not recommended for the following reasons: Metro would have to purchase the equipment, costing approximately \$300,000, and handle the maintenance and periodic repair of the equipment; the degreasing agents used in the parts washer units are considered hazardous materials that require specialized certification for handling and disposal; the removal and transportation of hazardous waste

must be performed by a licensed transporter; the treatment and disposal of the waste can only be performed by a permitted Treatment, Storage and Disposal Facility.

NEXT STEPS

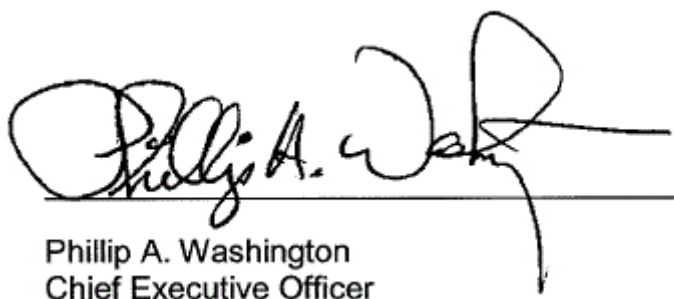
Upon approval by the Board, staff will execute Modification No. 5 to Contract No. PS193893601 with FRS Environmental Inc. to increase the contract value, to provide parts washer services for Metro maintenance facilities. Also, staff will continue the process to procure a new contract for parts washer services for board consideration in February 2021.

ATTACHMENTS

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

Prepared by: James Pachan, Division Maintenance Superintendent, Executive Director,
Maintenance (213) 922-5804
Alan Tang, Sr. Manager, Equipment Maintenance, (213) 922-5707

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

PARTS WASHER SERVICES FOR METRO MAINTENANCE
FACILITIES / PS193893601

1.	Contract Number: PS193893601			
2.	Contractor: FRS Environmental, Inc.			
3.	Mod. Work Description: Increase contract value and extend contract term			
4.	Contract Work Description : Provide parts washing machines and maintenance services to the shops located at the Central Maintenance Shop, as well as, bus/rail maintenance divisions.			
5.	The following data is current as of: 10/7/2020			
6.	Contract Completion Status		Financial Status	
	Contracts Awarded:	10/1/15	Contract Award Amount:	\$1,223,820
	Notice to Proceed (NTP):	N/A	Total of Modification Approved:	\$122,382
	Original Complete Date:	9/30/2020	Pending Modification (including this action):	\$100,000
	Current Est. Complete Date:	01/31/2021	Current Contract Value (with this action):	\$1,446,202
7.	Contract Administrator: Antwaun Boykin		Telephone Number: (213) 922-1056	
8.	Project Manager: Alan Tang		Telephone Number: (213) 922-5707	

A. Procurement Background

This Board Action is to approve Modification No. 5 issued in support of Metro Central Maintenance Shops as well as bus and rail operating divisions to provide parts washer leasing, maintenance and repair services.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate.

In September 2015, the Board approved a five-year contract to FRS Environmental, Inc., the lowest responsive and responsible bidder, to provide parts washer leasing, maintenance and repair services.

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on rates that were evaluated as part of the current contract award in 2015. Rates remain unchanged and are comparable to current market rates.

Proposed Amount	Metro ICE	Award Amount
\$100,000	\$100,000	\$100,000

CONTRACT MODIFICATION/CHANGE ORDER LOG
PARTS WASHER SERVICES FOR METRO MAINTENANCE
FACILITIES/PS193893601

Mod. No.	Description	Date	Amount
1.	Lease of an additional parts washer	7/17/17	\$ 0.00
2.	Lease of two additional parts washer	10/16/18	\$ 0.00
3.	Lease of two additional parts washers and increase contract authority.	3/12/2020	\$ 122,382.00
4.	Extend the period of performance	9/25/2020	\$ 0.00
5	Increase contract authority and extend period of performance	PENDING	\$ 100,000.00
	Modification Total:		\$ 222,382.00
	Original Contract:	9/24/15	\$ 1,223,820.00
	Total Contract Value:		\$ 1,446,202.00

DEOD SUMMARY

**PARTS WASHER SERVICES FOR METRO MAINTENANCE
FACILITIES/PS193893601**

A. Small Business Participation

FRS Environmental, Inc., a Small Business Prime (Set-Aside), made a 100% SBE commitment. Based on payments, the contract is 96% complete and the current SBE participation is 100%.

Small Business Commitment	SBE 100%	Small Business Participation	SBE 100%
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	SBE Subcontractor	% Committed	Current Participation¹
1.	FRS Environmental, Inc. (SBE Prime)	100%	100%
	Total	100%	100%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.



Board Report

File #: 2020-0261, **File Type:** Contract

Agenda Number: 25.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 19, 2020

SUBJECT: NEAR ZERO NATURAL GAS FUELED ENGINES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, indefinite delivery/indefinite quantity Contract No. MA67067000 for Near Zero Emission Natural Gas Fueled Heavy Duty Engines to Cummins Pacific, LLC for a not-to-exceed amount of \$55,716,263, inclusive of sales tax.

ISSUE

This procurement is for the acquisition of Cummins L9N “Near Zero Emissions” engines, which will be installed as part of the Central Maintenance Shops (CMS) bus midlife engine replacement program over the next five fiscal years. The Cummins L9N near zero engines will operate on Renewable Compressed Natural Gas (RCNG) and replace the older Cummins ISLG engines that are currently installed in the New Flyer Xcelsior 40-foot buses.

The CMS engine replacement program is coordinated with Metro’s strategic plans for lowering greenhouse gas emissions on the current bus fleet and transitioning to Zero Emission Buses for future bus procurements. This procurement is required to ensure the current bus fleet is properly maintained and that the engine replacement program continues without delays and with no impact on revenue service.

BACKGROUND

In October 2016, Metro staff responded to a Board request to provide a comprehensive plan to further reduce greenhouse gas emissions. The report to the Board identified a comprehensive approach to reducing greenhouse gas emissions that included both the procurement of zero emissions buses and the use of Low NOx “Near Zero” CNG engines operating on RCNG for midlife engine repowers beginning in FY18.

In August 2017, Metro entered into a contract with Cummins Pacific LLC for the purchase of up to 395 near zero emissions engines for the midlife refurbishment program. The Air Quality Management District (AQMD) provided \$1.875 million in grant funding for 125 of the near zero emissions engines,

and Metro has received \$9.6million of \$12.6 million in pending reimbursements for vouchers submitted to the California Air Resources Board (CARB) Hybrid and Zero-Emissions Truck and Bus Voucher Incentive Project (HVIP) to offset the cost of the near zero emissions engines.

The remaining task orders for purchase of new near zero emissions engines under the existing contract were issued in October and this new contract is needed to support the midlife near zero engine replacement program.

DISCUSSION

CMS staff identified the need to purchase up to 800 natural gas fueled heavy duty engines to replace the Cummins ISL-G 280 hp engines that are currently installed in the New Flyer Xcelsior 40-foot buses during the period FY21 through FY24. The Cummins L9N Near Zero Emission engines delivered under this procurement will be installed by Metro mechanics as part of the midlife engine replacement program.

The Cummins L9N Near Zero natural gas engine reduces NOx emissions by ninety percent (90%) and greenhouse gas emissions by nine percent (9%) compared to the standard ISL-G CNG powered engine currently installed in this bus fleet. The Cummins L9N Near Zero Emission engine is currently the only CNG mid-range engine to receive emissions certifications from the Federal Environmental Protection Agency (EPA) and California Air Resources Board (CARB) for meeting the 0.02 g/bhp-hr optional Near Zero NOx emissions standard. These engines are designed to be operated on either pipeline CNG or bio-gas/RCNG.

The Cummins L9N Near Zero natural gas engines are warranted to be free from defects in design and materials for two-years with unlimited mileage with full parts and labor on all warrantable failures.

The contract to be awarded is a “requirements type” agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any or all of the Cummins L9N Near Zero engines that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required. The Diversity and Economic Opportunity Department (DEOD) recommended a two percent (2%) DBE goal for this solicitation.

The Cummins L9N Near Zero natural gas engines will be purchased, maintained in inventory, and inventory managed by Material Management. As the engines are issued to buses being refurbished in the midlife program, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

The award of this Contract will result in a positive impact on safety by reducing NOx emissions by ninety percent (90%) and greenhouse gas emissions by nine percent (9%) from Metro buses. The installation of these new engines will also ensure that buses are maintained in accordance with Metro Maintenance standards and improve on-road performance and reliability, with beneficial impact on system safety and reliability.

FINANCIAL IMPACT

The total contract value is not-to-exceed \$55,716,263. The funding of \$3,830,475 for the additional

engines required during the current fiscal year is included in the FY21 budget in cost center 3366, Central Maintenance Shops under project 203024, Bus Midlife Program and line item 50441, Parts-Revenue Vehicle. Since this is a multi-year Contract, the project manager, cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years.

As noted above, Metro has been successful in obtaining additional funding in the past for the installation of the Cummins L9N near zero engines. Grant funding in the amount of \$1.875 million was awarded to Metro by the MSRC, and Metro has received \$9.6million of \$12.6 million in pending reimbursements for vouchers that have been submitted to the CARB HVIP program to offset the cost of the near zero emissions engines. Metro staff met with regulatory agencies and has identified other potential funding opportunities to pursue to offset the incremental cost for the procurement of the new near zero emissions engines identified in this contract.

Impact to Budget

The source of funds for this procurement will come from Federal formula funds and local Proposition C 40%. Using these funding sources maximizes the allowable project funding designations given approved provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of the Cummins L9N Near Zero Emissions engines supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The installation of the Cummins L9N Near Zero Emissions engines will maintain the reliability of the bus fleet and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternatives to awarding this Contract for near zero emissions natural gas fueled heavy-duty engines includes procuring the engines on an as-needed basis, using the traditional "min/max" replenishment system method. The "min/max" replenishment system method calculates minimum and maximum inventory levels. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure availability, timely delivery, continued supply and a guaranteed fixed price for natural gas fueled heavy-duty engines.

A second alternative would be to discontinue the purchase of near zero emissions natural gas fueled heavy-duty engines and rebuild the older Cummins ISL-G engines removed from the buses during the midlife process. This strategy is not recommended since the Cummins L9N near zero emissions engines reduce NOx emissions by ninety percent (90%) and greenhouse gas emissions by nine percent (9%) below that of the Cummins ISL-G engine removed from the buses during the midlife process. Additionally, the internal wear of parts and components in engines that have operated for about 300,000 miles in a heavy-duty, stop-and-go transit environment results in a lower level of performance and reliability for rebuilt engines, while the new Cummins L9N near zero emissions engines come with a two-year manufacturer's warranty to protect Metro from cost associated with any premature engine failures. Finally, the cost of rebuilding the Cummins ISL-G engines is about \$35,000, and Metro would not be eligible for any incentive programs from Local, State, or Federal

sources to support the reduction in exhaust emissions. Since this is an indefinite delivery/indefinite quantity contract, Metro could elect to forgo purchase of the Cummins L9N near zero emissions engines at any time in the future after purchase of the minimum order quantity of 200 engines.

NEXT STEPS

Metro's requirements for Cummins L9N engines for the bus midlife refurbishment program will be fulfilled under the provisions of the contract, and the refurbishment of the New Flyer Xcelsior 40-foot bus fleet will continue in accordance with Operations Support Services bus mid-life and engine replacement program.

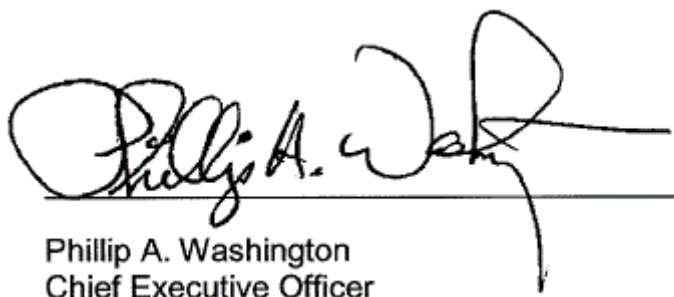
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: James D. Pachan, Superintendent of Maintenance, (213) 922-5804

Reviewed by: Debra Avila, Chief, Vendor/Contract Management (213) 418-3051
James T. Gallagher, Chief Operations Officer (213) 922-4424



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

NEAR-ZERO EMISSIONS NATURAL GAS FUELED BUS ENGINES

1.	Contract Number: MA67067000	
2.	Recommended Vendor: Cummins Pacific LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 12/23/2019	
	B. Advertised/Publicized: N/A	
	C. Pre-Bid Conference: None	
	D. Proposal Due: 03/25/2020	
	E. Pre-Qualification Completed: 01/23/2020	
	F. Conflict of Interest Form Submitted to Ethics: 01/17/2020	
	G. Protest Period End Date: TBD	
5.	Solicitations Picked Up/Downloaded: 1	Proposals Received: 1
6.	Contract Administrator: Edmund Gonzales	Telephone Number: 213/418-3073
7.	Project Manager: James Pachan	Telephone Number: 213/922-5804

A. Procurement Background

This Board Action is to approve Contract No. MA67067000 in support of Metro's Natural Gas Fueled Bus Fleet to procure Near-Zero Emissions Bus Engines for bus engine replacements.

A Request for Proposal (RFP) was issued to the Original Equipment Manufacturer (OEM), Cummins Pacific, LLC, on December 23, 2019 in accordance with Metro's Acquisition Policy and the contract type is a not-to-exceed Indefinite Delivery/Indefinite Quantity (ID/IQ).

One Amendment was issued during the solicitation phase of this RFP:

- Amendment 1, issued, March 19, 2020; requested a formal Best and Final Offer (BAFO) for the bus engines.

The sole source proposal was received on March 24, 2020.

B. Evaluation of Proposal

This is a sole source procurement. The proposal was found to be technically acceptable and fully responsive to all the RFP requirements. The firm recommended for award, Cummins Pacific, LLC was found to be responsive and responsible.

C. Cost/Price Analysis

A price analysis was performed on the proposed offer, consisting of Metro's independent cost estimate, comparable historical unit price from the last Zero Emission bus buy in 2017, and price comparisons from other transit agencies (OCTA and Omnitrans). Based on staff's price analysis, it was determined that the total proposed price is fair and reasonable.

Proposer Name	Proposed Amount	BAFO Amount	Metro ICE
Cummins Pacific, LLC	\$55,720,643	\$55,716,263	\$54,080,000

D. Background on Recommended Contractor:

Cummins Pacific LLC, located in Irvine, CA, has been in business for 28 years. Cummins manufactured engines that operate on Renewable Compressed Natural Gas (RCNG), certified by the Federal Environmental Protection Agency (EPA) and California Air Resources Board (CARB) for meeting Near Zero NOx emissions standards, and is an aftermarket distributor of bus parts. Cummins Pacific has provided similar products to other transit agencies including Orange County Transit Authority (OCTA), Santa Monica Municipal Bus Lines (Big Blue Bus), San Diego Metropolitan Transit System, Torrance Transit, and other agencies. To date, Cummins Pacific has provided satisfactory products and services to Metro on previous purchases.

DEOD SUMMARY**NEAR ZERO NATURAL GAS FUELED ENGINES / MA67067000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this indefinite delivery/indefinite quantity solicitation. Cummins, Inc. made a 0.65% DBE commitment and was required to submit Good Faith Efforts (GFE) towards meeting goal. Based on a review of the GFE, it was determined that Cummins, Inc. demonstrated adequate good faith efforts to achieve the 2% DBE goal as shipping costs were the only identified opportunity for DBEs.

In response to a specific Task Order request with a defined scope of work, the prime consultant will be required to identify the actual dollar value commitment for that Task Order. Overall DBE achievement in meeting the commitment will be determined based on cumulative DBE participation of all Task Orders awarded.

Small Business Goal	2% DBE	Small Business Commitment	0.65% DBE
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	DBE Subcontractor(s)	Ethnicity	% Committed
1.	Say Cargo Express	Caucasian Female	0.65%
Total Commitment			0.65%

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2020-0610, File Type: Program

Agenda Number: 32.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 19, 2020

SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

A. The Chief Executive Officer to execute a cost-plus fixed fee Contract No. PS66383MC077 with PreScience Corporation to provide construction support services for the Rosecrans/Marquardt Grade Separation Project, at the negotiated contract amount not-to-exceed \$4,397,321.49 for 4 years plus a 1-year option at \$838,462, staff will return to the Board to approve the exercise the option should it be necessary; and

B. Contract Modification Authority in the amount of \$439,732 or 10% of the total contract not-to-exceed amount and authorize the CEO to execute individual Contract Modifications within the Board approved Contract Modification Authority.

ISSUE

A Construction Support Services (CSS) Consultant is required to assist staff in the management oversight from final design, including advance construction activities such as early demolition and environmental work, utility relocation and construction of Rosecrans/Marquardt Grade Separation Project. The CSS Consultant work in the amount of up to \$4,837,053.49 including contract modification is fully paid for by local, state and federal grants.

DISCUSSION

The CSS consultant, PreScience Corporation, specializes in grade separation projects along the BNSF corridor will provide construction support to assist and augment staff. The CSS consultant work is needed for the advance utility work and early demolition and environmental work in preparation for construction work of the Rosecrans Marquardt Grade Separation Project. PreScience Corporation was selected based on qualification and price criteria used to evaluate a total of nine (9) proposers. They have the experience and competence in construction support services on some of the most challenging and complex grade separation projects in Los Angeles County.

Background

The Rosecrans/Marquardt Grade Separation Project (Project) is an important regional rail project located in the City of Santa Fe Springs along BNSF rail corridor. The grade crossing at Rosecrans Avenue and Marquardt Avenue experiences a high volume of vehicular traffic (over 40,000 cars) along with approximately 110 passenger and freight trains per weekday which is equivalent to one train approximately every 10 minutes. In addition, this grade crossing traverses this intersection diagonally, which results in poor sight distance between roadway and railroad vehicles. The combination of these factors has caused the intersection to experience a higher proportion of traffic incidents than average, whereby California Public Utilities Commission (CPUC) ranked it the number one hazardous grade crossing in the state in 2016. The construction of a new separated bridge overpass at the Rosecrans Avenue and Marquardt Avenue will separate the vehicular and pedestrians from the rail corridor and thus eliminating the possibility of train to vehicle collisions.

Project Update

Staff is finalizing the real estate acquisition which is anticipated to be completed by February 2021. Staff is working on the 100% design plans and will issue a construction bid by Spring 2021 with construction to begin by Fall 2021.

Funding

The Rosecrans/Marquardt Grade Separation Project is fully funded with \$156,437,550 in Measure R 20% Highway and local, state and federal grants as listed in Table 1.

TABLE 1-TYPE OF FUNDS	AMOUNT (in million)
High Speed Rail Prop 1A	\$76.665
CPUC Section 190	\$15
BNSF Railway	\$7.272
Measure R 20% Highway	\$26.5
Federal TIGER	\$15
STIP	\$7
TCEP	\$9
TOTAL	\$156.437550

DETERMINATION OF SAFETY IMPACT

The approval of Board action on this item will not have an impact on established safety standards. With the construction of the Rosecrans Marquardt Grade Separation Project, the existing grade crossing will be closed, eliminating the possibility of train to vehicle collisions at this intersection and will improve traffic conditions. All aspects of the project will be designed to be in accordance with BNSF's, and City of Santa Fe Spring's current design standards and will be in accordance with the General Orders of the California Public Utilities Commission.

FINANCIAL IMPACT

The work is funded in the FY 21 Budget which was approved by the Board in September 2020 under Project# 460066 (Rosecrans/Marquardt Grade Separation), in Cost Center# 2415 (Regional Rail). Since this is a multi-year contract, the Senior Executive Officer of Regional Rail and Chief Program Management officer will be accountable and responsible for budgeting the cost of future fiscal year requirements (refer to Table 2 below).

Table 2 Preliminary Cashflow

Fiscal Year	Projected Amount to be Spent	Budget %
FY-2021	\$439,732	10
FY-2022	\$1,319,197	30
FY-2023	\$1,319,197	30
FY-2024	\$1,319,197	30
FY-2025 Option Year	\$838,462	
Total	\$5,235,783***	100%

***Note: The \$5,235,783 Includes the One-Year Option

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of Board action on this item is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. This contract action will help expand the transportation system with targeted infrastructure and service investments. The construction and operation of the Rosecrans/ Marquardt Grade Separation Project will provide an additional mobility option.

ALTERNATIVES CONSIDERED

The Board could direct Metro staff to perform construction support tasks with current in-house resources. However, this alternative would require Metro to divert resources from on-going projects and/or hire multiple full - time personnel that are not immediately available or funded.

NEXT STEPS

After Board approval of the recommended action, staff will complete the process to award and execute Contract No. PS66383MC077. Staff will return to the Board for the award of the construction contract by Fall 2021.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by:

Dan Mahgerefteh, Director, Regional Rail (213) 418-3219

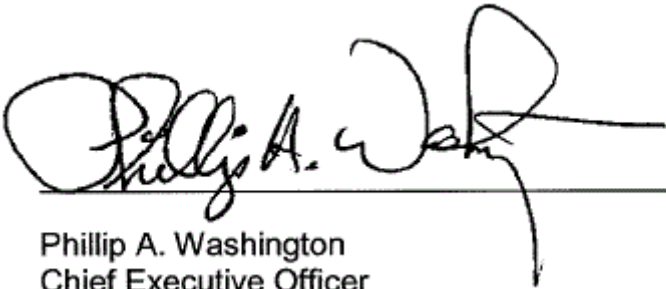
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

Reviewed by:

Richard Clarke, Chief Program Management Officer (213) 922-7557

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051

Nalina Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**CONSTRUCTION SUPPORT SERVICES
CONTRACT NUMBER PS66383MC077**

1.	Contract Number: PS66383MC077	
2.	Recommended Vendor: PreScience Corporation	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: November 20, 2019	
	B. Advertised/Publicized: November 19, 2019	
	C. Pre-Proposal Conference: December 3, 2019	
	D. Proposals Due: February 3, 2020	
	E. Pre-Qualification Completed: May 4, 2020	
	F. Conflict of Interest Form Submitted to Ethics: February 11, 2020	
	G. Protest Period End Date: December 2, 2020	
5.	Solicitations Picked up/Downloaded: 140	Proposals Received: 9
6.	Contract Administrator: Laura Barrera/Wonder E. Van Twist	Telephone Number: 213-922-4365
7.	Project Manager: Dan Mahgerefteh	Telephone Number: 213.418.3219

A. Procurement Background

This Board Action is to approve Contract No. PS66383MC077 Rosecrans/Marquardt Grade Separation Construction Support Services Consultant (CSSC) to provide construction support services that will assist and support Metro in the performance of Metro's responsibilities managing the Construction of the Rosecrans/Marquardt Grade Separation Project. Services will be provided from final design through pre-construction activities (early demolition and environmental work, advanced utility relocation work), construction, and contract closeout. Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was a competitively negotiated procurement process, performed in accordance with Metro's Acquisition Policies and Procedures. This process required each of the proposals and qualifications to be evaluated based on the evaluation criteria set forth in the RFP. The evaluation criteria were weighted in order of importance, including the cost proposal. The proposals were evaluated and rated accordingly, and the results are shown in the table below. The RFP was issued with an SBE goal of 17% and a DVBE goal of 3%. The contract type is a Cost-Plus Fixed Fee (CPFF). The Contract is for a base term of four (4) years plus a one (1) year option.

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

- Amendment No. 1, issued on December 19, 2019, revised the Letter of Invitation and extended the Proposal due date to January 20, 2020.
- Amendment No. 2, issued on January 9, 2020, extended the Proposals due date to February 3, 2020, modified the Scope of Services, Submittal Requirements, and Evaluation Criteria, issued a CSSC STAFFING PLAN with a standardized level of effort (labor of hours) for Proposers to use in preparing their Cost and Fee Proposal, and added Metro Professional Form 60 (Pro Form 60 or “Form 60”) in Excel Format for convenience.
- Amendment No. 3, issued on January 15, 2020, to correct typographical error in Cost Proposal Submittal-Volume III.
- Amendment No. 4, issued January 28, 2020, modified and finalized the Scope of Services, Submittal Requirements, and the CSSC Staffing Plan was referenced as Attachment B in Section 3- Proposal Documents.

A total of nine (9) proposals were received on February 3, 2020, from the following firms, in alphabetical order:

1. ABA Global, Inc.
2. AECOM
3. Berg & Associates, Inc.
4. Falcon & MARRS (Join-Venture Team)
5. Integrated Engineering Management, dba IEM
6. Jacobs
7. PreScience Corporation
8. Santa Fe Partners (Joint-Venture)
9. T.Y. Lin International

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Regional Rail Department, California Department of Transportation, California High-Speed Rail Authority, and City of Santa Fe Springs was convened and conducted a comprehensive evaluation of the proposals received.

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

- Experience and Qualifications of Firms on the Team..... (20%)
- Key Personnel’s Skills and Experience..... (25%)
- Project Understanding and Approach..... (35%)

- Cost Proposal..... (20%)

Total 100%

The evaluation criteria are appropriate and consistent with criteria developed for other professional services procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Project Understanding, and Approach and Key Personnel's Skills and Experiences.

The PET evaluated all nine (9) written qualification proposals from February 4, 2020 through February 7, 2020. From March 2, 2020 thru March 3, 2020, the PET held oral presentations with the seven (7) firms within the competitive range. The firms were given the opportunity to present on: Experience and Qualifications of Firms on the Consultant's Project Team and Project Understanding and Approach.

The proposing firms had the opportunity to present their proposed key personnel in the context of their presentation of the two Evaluation Criteria specified above as well as respond to the PET's clarifying questions. In general, each Proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated task and stressed each proposer's commitment to the success of the contract.

Of the nine (9) proposals received, seven (7) were determined to be within the competitive range. The seven firms are listed below in alphabetical order:

1. AECOM.
2. Falcon & MARRS (Joint-Venture Team)
3. Integrated Engineering Management, dba IEM
4. Jacobs
5. PreScience Corporation
6. Santa Fe Partners (Join-Venture)
7. T.Y. Lin International

The following Proposals from ABA Global, Inc. and Berg & Associates, Inc.; were outside of the competitive range and excluded from further consideration due to their lower overall scoring. Both firms were notified of Metro's determination.

ABA Global, Inc.
Berg & Associates, Inc.

Qualifications Summary of the responsive firms within the Competitive Range:

AECOM

- Response generally meets the RFP minimum requirements in the area of Experience and Qualification of Firms on the Consultant's Project Team.
- Response lack information in demonstrating coordination with adjacent projects in details.

Falcon & MARRS (Joint-Venture Team)

- Response generally meets the RFP minimum requirements in the area of Experience and Qualification of Firms on the Consultant's Project Team.
- Response lacks information in demonstrating responsiveness the Project Understanding.

Integrated Engineering Management, dba IEM

- Response generally meets the RFP minimum requirements in the area of Experience and Qualification of Firms on the Consultant's Project Team.
- Response substantially meets the RFP minimum requirements and exceeds the requirements in the Project Understanding and Approach.

Jacobs

- Proposal substantially meets the RFP minimum requirements and exceeds the requirements in the are of the Experience and Qualifications of Firms on the Consultant's Project Team.
- Proposal significantly exceeds the RFP minimum requirements in the area of Project Understanding and Approach.

PreScience Corporation

- Proposal substantially meets the RFP minimum requirements and exceeds in the Experience and Qualifications of Firms on the Team criteria.
- Proposal has an excellent listing of similar projects that demonstrate assistance and support in construction management, inspection, project management and grade separation.
- Proposal significantly exceeds the RFP minimum requirements in the Key Personnel's Skill and Experience criteria.
- The Prime consultant and Subconsultants have a wide range of construction management experience on Caltrans projects. Each firm demonstrates a thorough understanding and knowledge of the complexity of similar projects.
- Proposal significantly exceeds the RFP minimum requirements in the area of Understanding and Approach. The CSP Team demonstrated an exceptional project understating and approach of the CSSC requirements, staffing needs.

Santa Fe Partners (Joint-Venture)

- Response generally meets the RFP minimum requirements in the area of Experience and Qualification of Firms on the Consultant's Project Team.
- Response substantially meets the RFP minimum requirements and exceeds the requirements in the are of Project Understanding and Approach.

T.Y. Lin International

- Response generally meets the RFP minimum requirements in the area of Experience and Qualification of Firms on the Consultant's Project Team.

The Proposal Evaluation Team (PET) evaluated and scored all nine (9) proposals. The seven (7) proposals within the competitive range ranked as follows, based on the evaluation criteria in the RFP. The PET assessed major strengths, weaknesses and associated risks of each of the proposers to determine the most advantageous firm. The most advantageous Proposer was determined to be PreScience Corporation. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, clarifications received from the Proposers, and Cost. The results of the final scoring are shown below:

1	Firm	Average Score	Factor Weight	Weighted Average Score (1)	Rank (2)
2	PreScience Corporation				
3	Experience and Qualifications of Firms on the Team	86.80	20%	17.36	
4	Key Personnel's Skills and Experience	86.80	25%	21.70	
5	Project Understanding and Approach	90.91	35%	31.82	
6	Cost Proposal	83.80	20%	16.76	
7	Total		100.00%	87.64	1
8	Jacobs				
9	Experience and Qualifications of Firms on the Team	82.00	20%	16.40	
10	Key Personnel's Skills and Experience	80.20	25%	20.05	

11	Project Understanding and Approach	83.54	35%	29.24	
12	Cost Proposal	100.00	20%	20.00	
13	Total		100.00%	85.69	2
14	Integrated Engineering Management, dba IEM				
15	Experience and Qualifications of Firms on the Team	82.20	20%	16.44	
16	Key Personnel's Skills and Experience	81.04	25%	20.26	
17	Project Understanding and Approach	980.03	35%	28.01	
18	Cost Proposal	95.20	20%	19.04	
19	Total		100.00%	83.75	3
20	Santa Fe Partners (Joint- Venture)				
21	Experience and Qualifications of Firms on the Team	81.30	20%	16.26	
22	Key Personnel's Skills and Experience	77.76	25%	19.44	
23	Project Understanding and Approach	88.34	35%	30.92	
24	Cost Proposal	77.45	20%	15.49	
25	Total		100.00%	82.11	4
26	TY Lin International				
27	Experience and Qualifications of Firms on the Team	79.45	20%	15.89	
28	Key Personnel's Skills and Experience	75.36	25%	18.84	
29	Project Understanding and Approach	79.88	35%	27.96	
30	Cost Proposal	96.10	20%	19.22	
31	Total		100.00%	81.91	5
32	AECOM				
33	Experience and Qualifications of Firms on the Team	85.6970	20%	17.14	

34	Key Personnel's Skills and Experience	78.84	25%	19.71	
35	Project Understanding and Approach	81.14	35%	28.04	
36	Cost Proposal	76.95	20%	15.39	
37	Total		100.00%	80.28	6
38	Falcon & MAARS (Joint-Venture Team)				
39	Experience and Qualifications of Firms on the Team	77.5	20%	15.59	
40	Key Personnel's Skills and Experience	77.00	25%	19.25	
41	Project Understanding and Approach	74.88	35%	26.21	
42	Cost Proposal	94.95	20%	18.99	
43	Total		100.00%	80.04	7

1) Weighted scores are rounded to the nearest second decimal point.

2) Cost proposals were based on the Proposers' rates for the provided level of effort of 23,190 hours. Scores shown above for the cost proposals are based on formula in the RFP highest score going to the lowest cost proposal.

C. Cost/Price Analysis

Metro performed a price analysis of labor rates and comparing the seven (7) proposals in the competitive range with one another as well as Metro's estimate. All proposals were based on direct labor rates, overhead rates, other direct cost, sub-consultant costs, and fixed fee. The proposed cost rates for the recommended firm were determined to be fair and reasonable. The final negotiated amounts complied with all requirements of Metro Procurement Policies and Procedures, including fact-finding, clarifications and cost analysis. To prevent delay in contract award, provisional indirect cost rates will be established subject to retroactive adjustments upon completion of any necessary audits.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Contract Amount ⁽¹⁾
1	Jacobs	\$4,689,505	\$5,175,360	\$4,397,321.75

2	T.Y. Lin International	\$4,870,279.01		
3	IEM	\$4,916,609.00		
4	Falcon- MARRS	\$4,927,374.38		
5	PreScience	\$5,584,238.34		
6	Santa Fe Partners	\$6,043,612.53		
7	AECOM	\$6,082,111.37		

Note¹: The recommended contract amount of \$4,397,321.75 is for base work only. The option year is \$838,461.74.

D. Background on Recommended Contractor

PreScience Corporation is located in Aliso Viejo, CA, and was established in 2013. A certified Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE), PreScience has coordinated and managed the construction of more than \$40 million in public works and capital improvement projects over the past five years. Prescience's key personnel have over two decades of experience in construction support services and highway projects. A number of these projects being similar in scope includes: I-580 Corridor Widening, Edinger Bridge Replacement, SR-210: Segments 9, 10 and 11 (New 6-Lane Freeway Construction), I-10 EB Truck Lane and I-10 WB Median Lane Widening.

DEOD SUMMARY

CONSTRUCTION SUPPORT SERVICES / PS66383MC077

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. PreScience Corporation, an SBE prime, exceeded the goal by making a 93.67% SBE and 4.33% DVBE commitment.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	93.67% SBE 4.33% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

	SBE Subcontractors	% Committed
1.	PreScience Corporation (SBE Prime)	64.20%
2.	Southstar Engineering & Consulting, Inc.	26.23%
3.	ZT Consulting Group, Inc.	3.24%
	Total SBE Commitment	93.67%

	DVBE Subcontractors	% Committed
1.	Leland Saylor Associates	4.33%
	Total DVBE Commitment	4.33%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2020-0653, File Type: Project

Agenda Number: 38.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 19, 2020

SUBJECT: RAIL STATION NAMES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Station names for Purple (D Line) Extension Section 1. Adopt the following official and operational station names for the three (3) stations that comprise Metro Rail's Purple (D Line) Extension Section 1:

<u>Official Station Name</u>	<u>Operational Station Name</u>
1. Wilshire / La Brea	Wilshire / La Brea
2. Wilshire / Fairfax	Wilshire / Fairfax
3. Wilshire / La Cienega	Wilshire / La Cienega

ISSUE

Metro is in the process of procuring signage and other permanent station identification materials for Purple (D Line) Extension Section 1 stations. All of the recommended station names above are the result of community input and do not differ from those in the original contract documents. Construction drawings reflecting the original station names have been completed. Station identification signage has not been fabricated. Should any costs be incurred due to station name revisions, they will be borne by the Purple (D Line) Extension Section 1 Project.

BACKGROUND

The Purple (D Line) Extension Project Section 1 is anticipated for substantial completion in 2023. The project is currently making significant headway as our twin Tunnel Boring Machines are headed to their final destination westward at Wilshire/La Cienega. In 2019, Community Relations began discussions with local stakeholders, including Neighborhood Councils, Chambers of Commerce and the public on potential future station names.

Staff reviewed the Board's Property Naming Policy with area stakeholders during the outreach process. Per this policy, staff-initiated Station Naming outreach and engagement in June 2019 at the Halfway to La Cienega Community Event and continued through October 2019. The Metro Construction Relations team facilitated discussions with local community, business and civic leaders as well as residential stakeholders through a series of 27 community meetings and nine community events. Station name recommendations were received by approximately 500 people.

DISCUSSION

Property Naming Policy

The 2003 Board-approved Property Naming Policy states that rail stations will be named in a simple and straightforward way to assist customers in navigating the system and the region. It indicates that names must be brief enough for quick recognition and retention, and must be based primarily on geographic location, referring to a nearby street or freeway, a well-known destination or landmark, a community or district name, or a city name. The policy also states that single names for stations are preferable, and that if multiple names are used, they are to be separated by a slash. The policy further indicates that properties may have a Board-adopted official name and a shorter operational name; the official name is used in Board documents and legal notices while the operational name may be used more commonly in signage and customer materials.

Community Input

Staff originally developed a set of geographically-based names for these stations, and then sought community input on those names from various entities. Staff received detailed input from the Greater Miracle Mile Chamber of Commerce, Beverly Hills Chamber of Commerce, Mid City West Community Council, Greater Wilshire Neighborhood Council and Wilshire Center Koreatown Neighborhood Council. These proposed names were presented for comment at the Westside/Central Service Council meeting on September 11, 2019; the Council heard public comment and was in support of the names which are now recommended in this report. The table below shows the original proposed station names along with the new proposed names based on community input. A map of these stations showing the proposed Operational names is included as Attachment B.

Official Name - Original	Official Name - Proposed	Operational Name - Proposed
Wilshire/La Brea	Wilshire/La Brea	Wilshire/La Brea
Wilshire/Fairfax	Wilshire/Fairfax	Wilshire/Fairfax
Wilshire/La Cienega	Wilshire/La Cienega	Wilshire/La Cienega

Wilshire/La Brea

The original name was perceived to be the easiest name and was the most recommend name from the six-month community input process.

Wilshire/Fairfax

The original name was preferred over “Museum Row” and was supported by the multiple museums along the alignment including Los Angeles County Museum of Art, Petersen Automotive Museum, Craft Contemporary and La Brea Tar Pits Museum.

Wilshire/La Cienega

In February 2017, Metro’s Board approved the Memorandum of Agreement (MOA) with the City of Beverly Hills for the Design-Build of the Wilshire/La Cienega Station in Section 1 of the Purple (D Line) Extension project. The MOA outlines the procedures and conditions for the construction of the subway station on Wilshire Blvd between San Vicente Blvd and La Cienega Blvd. Article XXVII of the MOA states, “In recognition of the City’s interest in neighborhood identity, the LACMTA agrees that it will not name a rail/subway station in the City without the City Council’s Consent.” On July 14, 2020, the Beverly Hill City Council unanimously approved the Wilshire/La Cienega station name. Council added a proviso that the city will work collaboratively with Metro to include signage indicating that the station is located within the City of Beverly Hills.

Survey Confirmation

To further validate the community input, a survey was fielded with 200 Metro Riders and 200 Non-Riders, in which the ease of navigation of each potential station name was evaluated. The top names from community input were included. For all three stations, the naming convention using the street names intersection, was perceived to be the easiest name to use, by a notable margin.

% Who Perceive Name will be Easy for Navigation - Metro Riders

Wilshire / La Brea	Wilshire / Fairfax	Wilshire / La Cienega
Wilshire / La Brea - 78%	Wilshire / Fairfax - 81%	Wilshire / La Cienega - 77%
La Brea / Miracle Mile - 58%	Fairfax / Museum Row - 59%	La Cienega / Beverly Hills - 52%
		La Cienega / Restaurant Row - 46%

% Who Perceive Name will be Easy for Navigation - Non-Riders

Wilshire / La Brea	Wilshire / Fairfax	Wilshire / La Cienega
Wilshire / La Brea - 79%	Wilshire / Fairfax - 77%	Wilshire / La Cienega - 81%
La Brea / Miracle Mile - 53%	Fairfax / Museum Row - 54%	La Cienega / Beverly Hills - 41%
		La Cienega / Restaurant Row - 38%

DETERMINATION OF SAFETY IMPACT

Adoption of these names does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval will have no impact on safety

FINANCIAL IMPACT

Adoption of Recommendation would have additional financial impact to the agency. No station identification signage has been fabricated. However, construction drawings reflecting the original station names have been completed. Should any costs be incurred due to station name revisions, they will be borne by the Purple (D Line) Extension Project Section 1.

Impact to Budget

Purple (D Line) Extension Section 1 project budget is funded by Measure R 35% Bond, which is not eligible for bus and rail operating expenses but is eligible for bus and rail capital expenses. The proposed funding source is the Purple (D Line) Extension Section 1 project budget.

ALTERNATIVES CONSIDERED

The community input overwhelmingly supported maintaining the original geographically based names designated for these stations.

NEXT STEPS

Staff will work with the Purple (D Line) Extension Project Section 1 to implement the station names as adopted by the Board.

ATTACHMENTS

Attachment A - Property Naming Policy

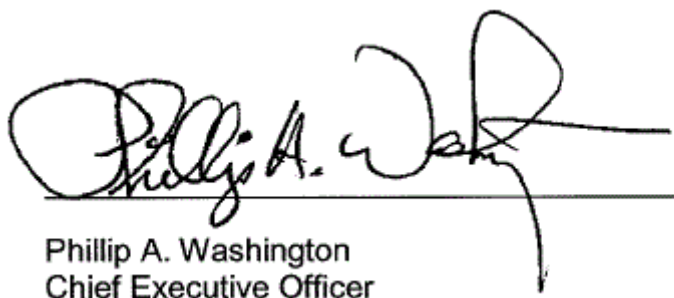
Attachment B - Map of Purple (D Line) Extension Project Section 1 Stations

Attachment C - Station Naming Survey Report

Prepared by: Kasey Shuda, Sr. Construction Relations Manager, (323) 900-2124
Ayda Safaei, Director, Construction Relations & Mitigation Programs, (213) 418-3128
Anthony Crump, Deputy Executive Officer - Community Relations, (213) 418-3292

Reviewed by:

Yvette Rapose, Chief Communication Officer, (213) 418-3154



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROPERTY NAMING POLICY

Purpose

Through implementation of this policy, Metro seeks to establish guidelines regarding the naming of Metro properties frequented by the public that will provide clear transit information to our customers – both frequent patrons as well as visitors and infrequent users. In addition, the policy is intended to ensure timely, cost-effective and rider-friendly property naming efforts.

Properties will be named with the maximum benefit and convenience of the transit system user in mind. Naming will provide customers with travel information in a simple, straightforward and unified way in order to assist patrons in successfully navigating the transit system and correspondingly the region. Property names will reflect the following principles:

- ***Transit system context*** – Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.
- ***Property area context*** – Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can find their way around after their arrival and to support system access via automobile drop-off and parking.
- ***Neighborhood identity*** – Where appropriate, property naming will acknowledge that system stations and stops serve as entry points to the region's communities and neighborhoods.
- ***Simplicity*** – Names will be brief enough for quick recognition and retention by a passenger in a moving vehicle, and to fit within signage and mapping technical parameters.

Policy Points

1. Property naming will identify transit facilities so as to provide immediate recognition and identification for daily riders as well as periodic users and visitors. Transit facilities include rail stations, bus rapidway stations, transit centers, bus stops and other properties frequented by the public. Property names will be identified based on the following:
 - Adjacent or nearby street or freeway
 - Well-known destination or landmark
 - Community or district name
 - City name – if only one Metro property is located within a city

If space permits, property names can be a combination of street system location and well-known destination, particularly when the street system name may not be recognizable to transit riders and visitors. No business, product or personal names shall be used unless that name is part of a street name or well-known destination; or as part of a corporate sponsorship or cooperative advertising revenue contract.

2. The following criteria will ensure simple, succinct property names that are easily understood and retained by transit riders:
 - Minimize the use of multiple names for a property. A single name identifiable by the general public is preferred, with a maximum of two distinct names separated by one slash. For example, Westlake/ MacArthur Park Station.
 - Minimize the length of property names to ensure comprehension and retention by system riders. The property name shall have a preferred maximum of 24 characters in order to ensure general public and ADA readability, and fit within Metro's signage system.
 - Minimize the inclusion of unneeded words in property names such as ones that are inherently understood, or added when verbally stating the property's name. Avoid inclusion of unnecessary words that may describe the property's location, but are not part of that location's commonly known name.
3. In consideration of the various applications where the property name will be used and displayed, properties may have a Board-adopted official name as well as a shorter operational name. The official property name would be used for Board documents, contracts and legal documents and notices. The operational name would be used for station/stop announcements by vehicle operators, and on printed materials due to readability and size constraints. In addition, the property name may be further abbreviated for other operational uses such as vehicle headsigns and fare media.
4. The property naming process will include the following steps:
 - A. Initial property names will be identified during the project planning process primarily based on geographic location.
 - B. When a project is approved by the Board to proceed into the preliminary engineering phase, a formal naming process will be initiated.
 - C. Staff will solicit input from cities, communities and other stakeholders on preferred property names based on the Board-adopted naming criteria.
 - D. The resulting property names will be reviewed by a focus group comprised of both transit system users and non-users for general public recognizability.
 - E. Staff will return to the appropriate Board committee and then to the full Board for adoption of the final set of official property names.
 - F. The adopted official property names will then be included in any final engineering bid documents and other agency materials.
 - G. Requests to rename properties after Board action and the release of project construction documents may be considered by the Board. Property name changes must be approved by a vote of two-thirds of the Board members. All costs associated with changing a property name, including any signage revisions and market research to determine if the proposed name is recognizable by the general public, will be paid for by the requestor unless otherwise determined by the Board.

5. If the Board wishes to bestow a special honor to a deceased individual, it may choose to dedicate a site to him/her. The act of dedicating a Metro property to an individual should be rare and reserved as a means to honor those who, in the view of the Board, have demonstrated a unique and extraordinary degree of service to public transportation in Los Angeles County. Such dedications shall be viewed as secondary information with regard to signage and other identification issues. Properties/facilities frequented by the public may not be renamed for individuals.

Such dedications are made in the form of a motion presented by a Board Member to the appropriate committee of the Board for review and approval, and then forwarded to the full Board for final approval. With Board action, individuals will be honored with plaques where space is available.

Metro Purple (D Line) Extension Transit Project

Section 1



Purple Line Extension

Phase 1 – Station Naming Survey Report

June 5, 2020



Based on community outreach and staff recommendation, Metro included the following names for evaluation in a survey:

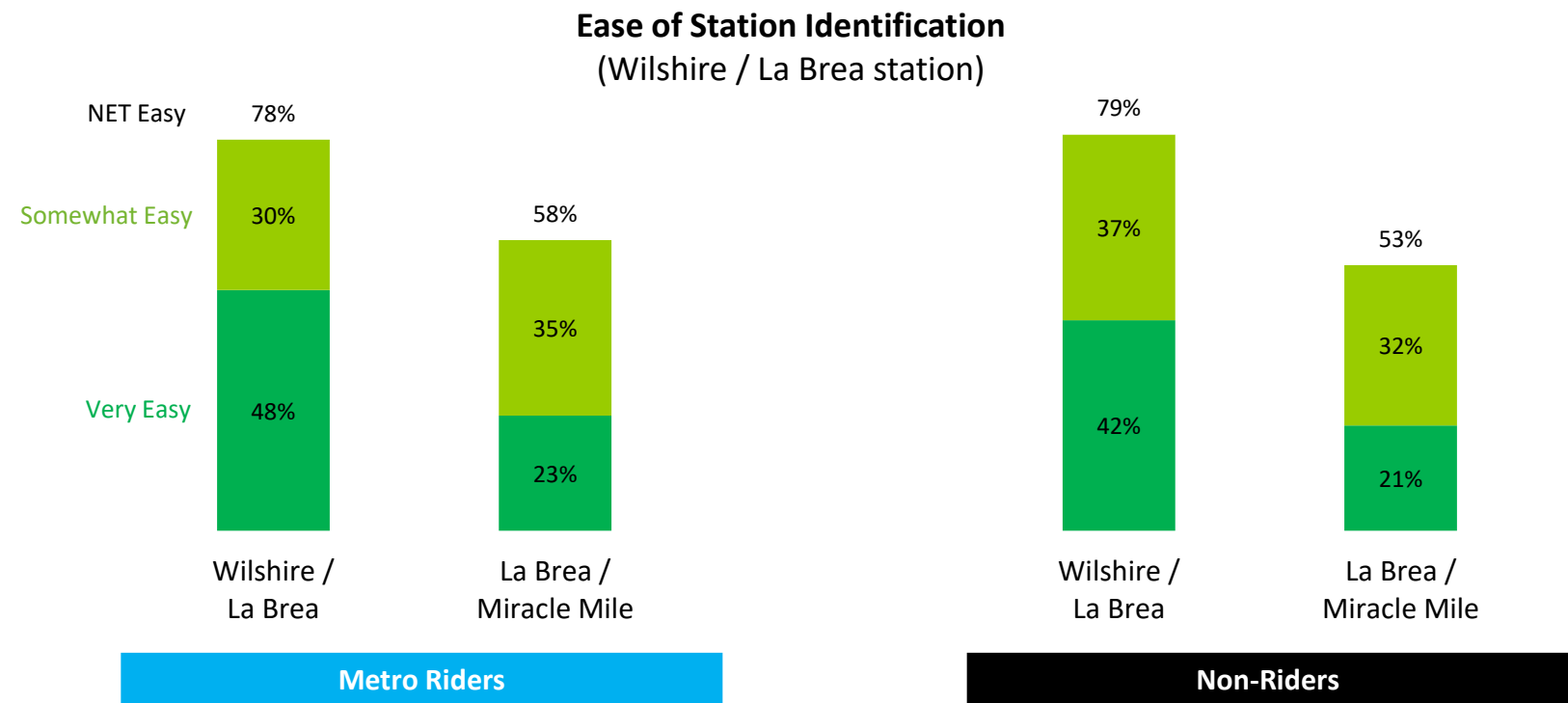
	Wilshire / La Brea station	Wilshire / Fairfax station	Wilshire / La Cienega station
Intersection Street Names	Wilshire / La Brea	Wilshire / Fairfax	Wilshire / La Cienega
North-South Street / Neighborhood	La Brea / Miracle Mile	Fairfax / Museum Row	La Cienega / Beverly Hills
			La Cienega / Restaurant Row

Who We Surveyed

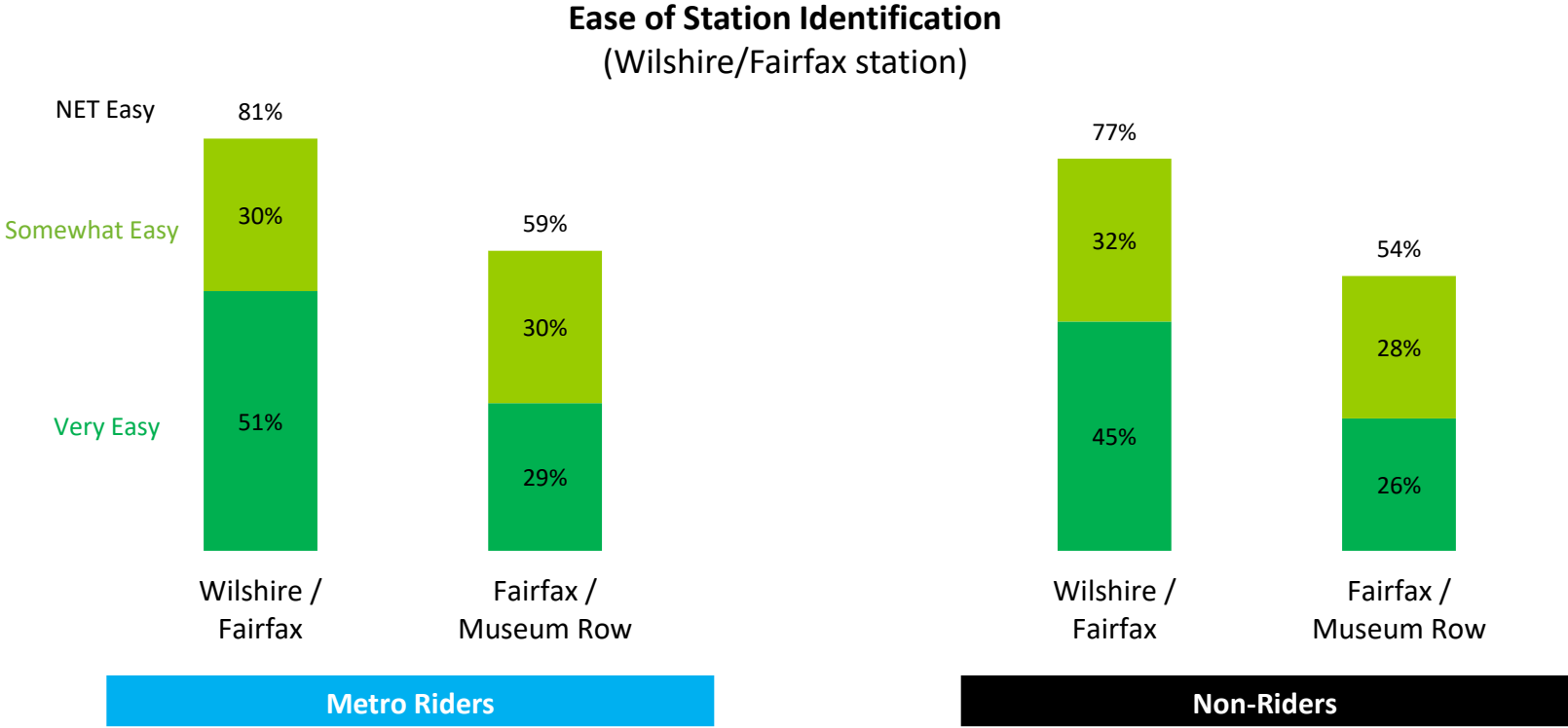
Metro Riders (Rides Metro at least once per month)	Non-Riders (Rides Metro less than once per month)
n=200	n=200
Mirrors demographics of Metro’s On-Board survey	Mirrors demographics of the population of Los Angeles County
Demographics balanced <ul style="list-style-type: none">• Gender• Age• Income• Ethnicity• Region within LA county	

Survey fielded online

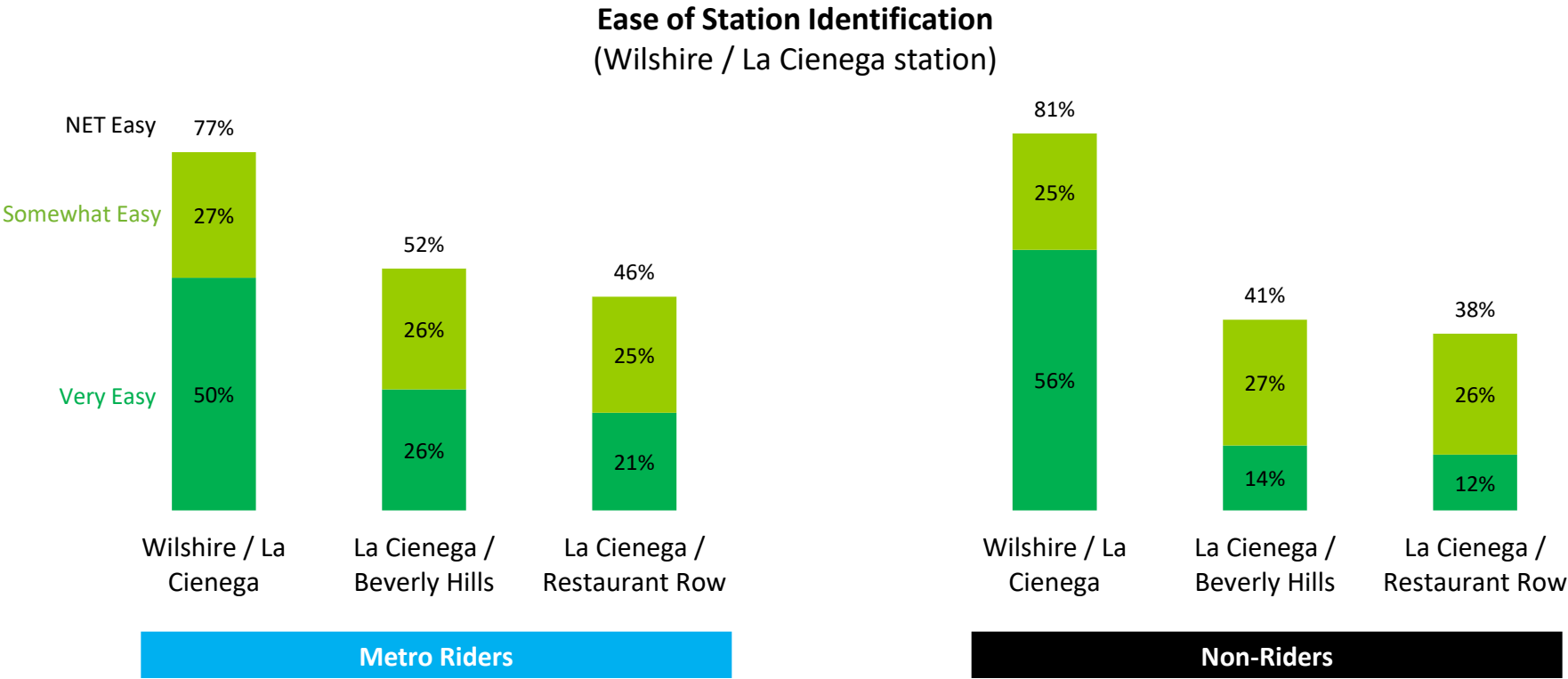
For the Wilshire / La Brea station, “Wilshire / La Brea” is perceived to be the easiest name



For the Wilshire / Fairfax station, “Wilshire/Fairfax” is perceived to be the easiest name to use

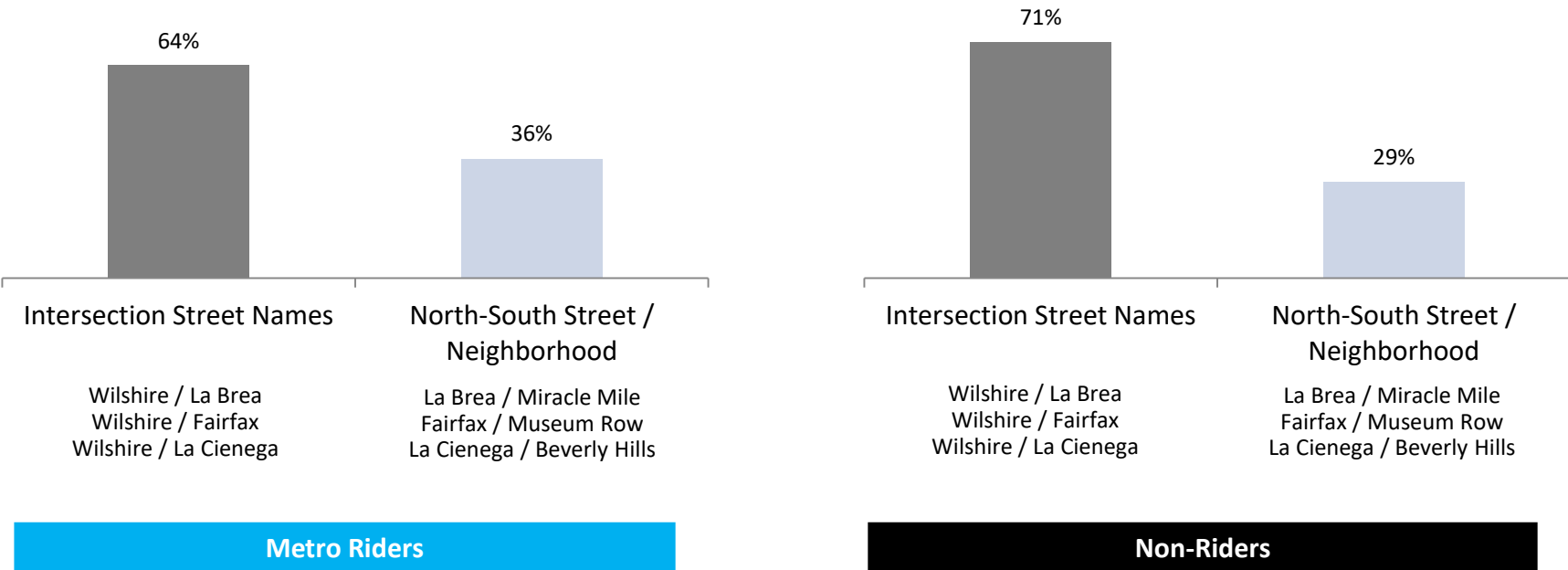


For the Wilshire / La Cienega station, “Wilshire / La Cienega” is the easiest to navigate to for both groups



Comparing the naming conventions as a whole, intersection street names are easier to differentiate for both Riders and Non-Riders

Overall, Which Naming Convention is Easier?



Summary

For Purple Line Extension phase 1, using intersection street names is the convention that is perceived to be the easiest to navigate.

Intersection Street Names ✓



North-South Street Name / Neighborhood





Metro

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

Board Report

File #: 2020-0739, **File Type:** Oral Report / Presentation

Agenda Number: 39.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 19, 2020**

SUBJECT: RECOVERY TASK FORCE DRAFT FINAL RECOMMENDATIONS

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Recovery Task Force Draft Final Recommendations.

ATTACHMENTS

Attachment A - Presentation

Prepared by: Emma Huang, Principal Transportation Planner, Office of Extraordinary Innovation,
(213) 922-5445

Reviewed by: Joshua Schank, Chief Innovation Officer, Office of Extraordinary Innovation, (213) 922-5533

A handwritten signature in black ink, reading 'Phillip A. Washington', written over a horizontal line.

Phillip A. Washington
Chief Executive Officer



METRO'S RECOVERY TASK FORCE

November 2020

Draft Final Recommendations



Metro®

The challenges we are facing

- > COVID-19 still not under control
- > Significant racial and economic disparities persist
- > Unemployment in LA County is 4x higher than in 2019
- > Countywide spending is currently down by 13% from 2019
- > Metro's FY21 budget is 16% lower than FY20;
capital budget is 1/3 lower
- > Vehicle traffic is returning faster than transit ridership
- > Vehicle purchases are rising

Now is the time to act

- > Metro has been responsive in adjusting to the pandemic and our financial situation is better than many transportation agencies
- > If transit ridership stays low, car ownership rises and capital transit projects are slowed, congestion will return with greater force
- > Transportation in LA County was already highly inequitable prior to the pandemic and these inequities are being exacerbated
- > The Recovery Task Force developed recommendations to help Metro and LA County combat these negative outcomes and to emerge with better mobility and more equity than we had prior to this crisis

Task Force Goals

- > Respond to the pandemic
- > Recover after the pandemic
- > Lead an equitable economic recovery for LA County
- > Advance mobility without congestion as the 'new normal' after the pandemic



Draft Recommendations

The task force identified 20 timely early action items to help Metro respond and prepare for recovery.

These additional 17 recommendations build upon existing initiatives and are meant to:

1. Improve mobility and advance equity in LA County
2. Help pay for these improvements



Recommendations

**For better mobility
and equity**



Metro

New and Improved Services

- > Run express buses on improved HOV & express lanes**
- > Accelerate networks of complete streets**
- > Fully integrate transit in the LA region**
- > Offer incentives to reduce car ownership**
- > Improve station amenities**

New and Improved Services

Run express buses on improved HOV & express lanes

Benefits: New express bus routes, faster HOV lanes, more express lanes.

Draft Recommendation: Work with Caltrans to review minimum occupancy requirements on select HOV lanes and run express buses on these lanes; explore ways to rapidly implement more express lanes.

Implementation:

- Metro Highways and Congestion Reduction team will work with Caltrans to identify potential pilot corridor(s) and strategies
- Operations will consider point-to-point express bus options for pilot corridor(s)
- Government Relations will work with Highways and Congestion Reduction on any legislation needed to change HOV requirements or allow express lane pilots

New and Improved Services

Accelerate networks of complete streets

Benefits: Faster buses, safer and more comfortable bus stops, more pedestrian space/priority, protected bike lanes.

Draft Recommendation: More partnerships to improve streets, such as expanding LA Metro Speed and Reliability Working Group to other cities; collaborating on master plan of LA County arterials; and exploring innovative ways to plan and implement complete streets projects.

Implementation:

- Better Bus Working group for bus prioritization partnerships and expanding bus stop amenities
- Planning Dept to layer existing and new plans to show areas where complete street improvements should be prioritized
- Planning, Program Management and OEI to explore innovative planning and project delivery collaborations

New and Improved Services

Fully integrate transit in the LA region

Benefits: Easy transfers and trip planning, one map and one pass for all transit providers in region.

Draft Recommendation: Build upon coordination with partner transit agencies to give riders more service, convenient transfers, one fare (or fareless) structure.

Implementation:

- Convene general managers of regional transportation agencies and interdepartmental Metro group, including Operations, Planning, Congestion Reductions (RIITS, LA SAFE) to lead planning of integration
- Conduct scan of current practices, plan for regularization followed by seamless integration
- Coordinate with Fareless System Initiative Task Force and TAP

New and Improved Services

Offer incentives to reduce car ownership

Benefits: Support for residents who want to stay/become car-free or car-light; avoid post-COVID surge in car ownership, congestion and air pollution.

Draft Recommendation: Provide incentives like free transit passes, mobility wallets and vouchers for bikes or e-bikes to car-free or car-light households.

Implementation:

- OEI and Planning to analyze and identify package of incentives, learning from travel-rewards pilot and surveys.
- Develop final proposal

New and Improved Services

Improve station amenities

Benefits: Better customer experience and higher ridership.

Draft Recommendation: Test more amenities and partnerships at a Metro station, including more retail, bathrooms at the surface level, technology that helps customers easily use the system; expand those that work to other stations.

Implementation:

- Planning, OEI, Operations, Test Station Working Group, OCEO (Customer Experience), Communications (Art & Design) and Station Evaluation Program Team to identify and test potential amenities using surveys, RFIs, pilots and customer feedback
- Planning and Operations to implement amenities more broadly based on test station pilots
- Better Bus working group to lead tests of and encourage implementation of bus stop amenities



Responsive Metro

- > Improve public engagement and strengthen rider voices
- > Gather more data on equity and travel patterns
- > Be more transparent

Responsive Metro

Improve public engagement and strengthen rider voices

Benefits: Prioritize the insights and needs of our riders and historically marginalized people, which will help improve service and project design.

Draft Recommendation: Foster public engagement with those most impacted by our decisions, covering all major products, services and policies; increase customer research

Implementation:

- Led by Community Relations, with Public Relations, Marketing, Government Relations, and Customer Care units, Office of Civil Rights & Inclusion and OCEO (Customer Experience and Equity and Race)
- Tasks include using metrics to ensure that we are reaching the most impacted stakeholders; strengthening the role of the CAC and rider voices; documenting outreach and feedback on Board reports; overhaul agency website UX/UI; and building upon the Metro Art program by employing creative arts and cultural strategies.

Responsive Metro

Gather more data on equity and travel patterns

Benefits: Use data on demographics and travel patterns to target services and investments to advance equity and improve service.

Draft Recommendation: Increase the collection, management and publication of data based on race and gender, income, limited English proficiency, and ability across Metro's programs and services; purchase travel pattern data in collaboration with RIITS to help with service planning and to baseline and track progress towards Vision 2028 goals.

Implementation:

- OCEO (Equity and Race), ITS and OCR will identify current demographic data collected by Metro and plans and standards to gather more.
- Congestion Reduction will purchase travel data through RIITS, with demographic data where possible, and make it available to Metro and partner agencies
- OCEO and ITS will develop dashboard and analytic tools

Responsive Metro

Be more transparent

Benefits: Build public trust and internal planning and operations by making more Metro information and data more open and accessible.

Draft Recommendation: Make Metro data and information more open and accessible by developing and implementing an Agency Data Governance policy; using a digital asset management system to organize data; and publishing datasets to a central repository using a standardized, machine-readable format.

Implementation:

- ITS, Records Management Center and Board Relations, Policy & Research will work with departments to inventory existing data and current projects; and pilot and adopt new systems to improve information management and enable a clean central data repository and public open-data platform.



Vibrant Future

- > Accelerate joint development and transit-oriented communities
- > Expand region's broadband infrastructure
- > Create green jobs and green infrastructure
- > Reimagine Destination Discounts

Accelerate joint development and transit-oriented communities

Benefits: Let more people live, work and shop near transit; expand affordable housing.

Draft Recommendation: Adopt updated Joint Development policy to streamline the equitable delivery of new housing around transit and set targets for more joint development; partner to increase transit supportive plans, policies and programs.

Implementation:

- JD Policy updates led by Planning with OCEO (Equity and Race) and OEI
- TOC Implementation led by Planning with Communications, Government Relations, OEI, OCEO (Equity and Race) and Program Management

Expand region's broadband infrastructure

Benefits: Expanding broadband infrastructure can strengthen LA County and reduce disparities by helping with telework, remote education and e-commerce. Metro operations and customer-facing services can also benefit from better high-speed internet.

Draft Recommendation: Explore benefits, costs and methods of partnering in high-speed internet infrastructure in LA County.

Implementation:

- Operations, ITS, Congestion Reduction, Facilities Maintenance, Planning (Real Estate), and OEI to investigate feasibility
- Pending feasibility, draft RFP to potential carriers for partnerships to utilize Metro assets to expand digital network
- Report back to OCEO and Board on proposals received

Vibrant Future

Create green jobs and green infrastructure

Benefits: More jobs, less pollution, more reliable energy and water supplies.

Draft Recommendation: Create green jobs by partnering with utilities and other local agencies on sustainable energy and water infrastructure projects.

Implementation:

- Environmental Compliance & Sustainability Department (ECSD) will explore projects and partnerships with input from Program Management, Planning, Operations and OEI
- ECSD will lead data management around emissions reductions
- Operations will lead links to Zero Emissions bus program

Vibrant Future

Reimagine Destination Discounts

Benefits: Helps rebuild ridership and keeps areas and destinations around Metro stops and stations vibrant and healthy after being impacted by COVID-19 economic conditions.

Draft Recommendation: Promote taking Metro to culturally diverse events, venues, and shopping easily accessible by Metro

Implementation:

- Communications (Public Relations) to lead plan to relaunch and expand program after LA County reopens
- Work with OCEO (Equity and Race) to explore alternative tactics to attract local, small and minority-owned partner destinations; with County Counsel on rules for promoting and listing destinations; and Customer Insight & Strategy team on focus groups/surveys to test new program features.



Recommendations

To pay for improvements



Metro



Save Money

- > Study reducing capital construction costs
- > Build staff capacity
- > Use Measure R + M ordinances

Save Money

Study reducing capital construction costs

Benefits: New transit lines potentially built quicker, more jobs, increased accessibility and service to more customers, and achievement of greater connectivity.

Draft Recommendation: Further develop and implement cost savings and cost reduction measures currently underway and identify and implement new cost reduction strategies which will, at a minimum, enhance transit expansion without harming customer experience and safety.

Implementation:

- Perform an internal Capital Cost Reduction Strategy Study led by Program Management in collaboration with Planning, OEI, V/CM and other departments as needed.
- Study will develop recommendations for presentation to SLT, CEO and the Board of Directors.

Save Money

Build staff capacity

Benefits: Expanded internal staff capacity can bring improvements to services and programs.

Draft Recommendation: Pursue savings by utilizing existing staff to perform core agency functions and build expertise where needed, while maintaining use of consultants for specialized tasks, surges in work or when there is specific benefit.

*Implementation:**

- Departments will analyze their staffing and use of consultants to achieve best outcomes and seek savings
- Departments will be supported by HC&D (skill development and hiring), OMB (funding), and V/CM (procuring consultants) as necessary.

**have not identified lead dept*

Save Money

Use Measures M + R ordinances

Benefits: Help fund critical mobility improvements to respond to pandemic .

Draft Recommendation: Consider the potential benefits of amendments* allowed under funding ordinances:

- Use of subfunds, building upon work of Highway Reform working group
- Local return guidelines to enable jurisdictions to more rapidly respond to pandemic with mobility improvements.

* *Note that some amendments are prohibited by the Measures:*

- No transfer of funds between subregions
- No transfer of funds between subfunds
- No project acceleration that would negatively impact other projects

Implementation:

- OCEO to lead consideration of potential amendments with Planning, Operations, OEI, OMB and Program Management departments and input from subregions and board offices.



New Revenue

- > Expand commercial and lease revenue
- > Identify incentives to reduce car ownership

New Revenue

Expand commercial and lease revenue

Benefits: funding for more service; customer experience improvements like bus stop amenities; and community investments like affordable housing and safe streets.

Draft Recommendation: Expand transit advertising, digital billboards, sponsorships and retail; Explore leasing more property for joint development, energy generation and wireless.

Implementation:

- Led by Communications and Planning departments in collaboration with other relevant departments
- Update Metro's asset inventory; research/baseline potential revenue sources; issue RFIs to determine market support for revenue strategies; and plan and implement promising strategies

New Revenue

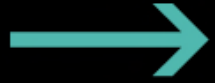
Identify funding for incentives to reduce car ownership

Benefits: Fund fast, frequent buses and incentives for less car ownership to avoid post-COVID surge in car ownership, congestion and air pollution.

Draft Recommendation: Explore revenue sources, including federal and state funding and/or fees with low-income exemption, to fund transit and incentives to car-free/car-light households.

Implementation:

- Led by OEI in partnership with Government Relations, with assistance from Planning
- Research potential revenue sources and develop recommendations



Contact Us

We welcome questions about our work, reactions to our initial recommendations and your ideas for how Metro can recover.

metro.net/recovery

Covid19recovery@metro.net



Metro



Board Report

File #: 2020-0024, File Type: Project

Agenda Number: 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2020

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT FINAL ENVIRONMENTAL IMPACT REPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. Approving the East San Fernando Valley Transit Corridor Project (Project), an at-grade light rail transit (LRT) line with 14 stations;
- B. Certifying, in accordance with the California Environmental Quality Act, the Final Environmental Impact Report, which includes an option to construct the Project in phases;
- C. Adopting, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Plan;
- D. Authorizing the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse; and
- E. Instructing staff, in coordination with the FTA, to work with the Southern California Regional Rail Authority (SCRRA) and the City of San Fernando to address new issues raised along the 2.5-mile shared railroad ROW.
 - Report back to the Board on any supplemental environmental clearance, design evaluations and associated traffic analysis needed. This will be done prior to proceeding with any construction activities on this section of the alignment.
- F. Instructing staff, in coordination with the City of Los Angeles to identify a preferred First/Last Mile parallel bike route to replace the existing bike lanes on Van Nuys Boulevard which would be displaced by the LRT project in the Panorama City and Pacoima communities.
 - Report back to the Board with a plan to provide the interim replacement bike lanes during the construction period and permanent replacement bike lanes by the time of the opening of the East SFV Transit Project.

ISSUE

The Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has completed all necessary steps to be considered for Certification by the Board in accordance with the California Environmental Quality Act (CEQA). The Executive Summary is included in Attachment A. Certification also includes approval of the Findings of Fact and Statement of Overriding Conditions (Attachment B) and the Mitigation Monitoring and Reporting Plan (Attachment C). The Project is a Measure M and Measure R project that is contained in the 2009 Long Range Transportation Plan (LRTP) and the Southern California Association of Governments (SCAG), Regional Transportation Plan (RTP).

Approval of the project environmental document also provides for the inclusion of an Interim Operating Segment (IOS) that would extend along Van Nuys Boulevard from the Metro G Line (Orange) to San Fernando Road and a second segment extending along the railroad right-of-way between Van Nuys Boulevard and the Sylmar/San Fernando Metrolink Station. Staff is recommending continued study of the second segment in response to comments received during the Final EIS/EIR Public Review Period.

BACKGROUND

In June 2018, the Metro Board adopted the Project's Locally Preferred Alternative (LPA), a fully at-grade 9.2-mile LRT line with 14 at-grade stations. More specifically, the Board-selected LPA will extend light rail service north, from the Metro G Line (Orange), 6.7 miles in the median of Van Nuys Boulevard to the intersection of Van Nuys Boulevard and San Fernando Road. The alignment would then transition onto the existing railroad right-of-way adjacent to San Fernando Road and continue 2.5 miles to the Sylmar/San Fernando Metrolink Station.

A detailed description of the Project is provided in the attached Executive Summary to the Final EIS/EIR (Attachment A). The Final EIS/EIR is available on the Project website at: www.metro.net/projects/east-sfv <<http://www.metro.net/projects/east-sfv>>.

DISCUSSION

California Environmental Quality Act (CEQA)

Metro, as the CEQA lead agency and proponent for the Project, has, in coordination with the cities of Los Angeles and San Fernando, completed an environmental impact report (EIR) for the proposed Project. If the Metro Board certifies the EIR and approves the proposed Project, thereby completing the CEQA environmental clearance, the Project will be eligible to commence right-of-way acquisition, utility relocation, and other construction activities.

CEQA requires that Metro balance, as applicable, the economic, social, technological, and other benefits of the Project against its unavoidable impacts when considering project approval. CEQA Guidelines Section 15091(a) states that if the specific economic, legal, social, technological or other

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

Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with an EIR, adopt a Mitigation Monitoring and Reporting Plan (MMRP). The purpose of the MMRP is to ensure that the mitigation measures identified in the Final EIR that mitigate the potentially significant environmental effects of the Project are, in fact, properly carried out. Metro is responsible for assuring full compliance with the provisions of the MMRP (Attachment C).

Prior to the selection of the Project's LPA, Metro released the Draft EIS/EIR for a 60-day public review and comment period, which were during the months of September and October 2017. During that period, Metro hosted five Public Hearings at which the public was given the opportunity to state their Project likes, dislikes, concerns and/or needs. All meetings were attended by a court reporter to ensure oral comments were documented. A Spanish interpreter was on hand as well as other bilingual Project staff. During the Project's 60-day public review and comment period, more than 900 individuals provided more than 1,700 questions, comments, and concerns pertaining to the Project. The majority of the comments received expressed support for LRT, but there were a number of comments expressing Project concerns. The four most common concerns were as follows:

- 1) Opposition to Maintenance and Storage Facility (MSF) Option A
- 2) Traffic congestion concerns
- 3) Right-of-way acquisition concerns
- 4) Pedestrian and bicycle access

Responses to all comments received during the Project's 60-day Public Review and Comment period were drafted and are contained in Appendix A2 of the Final EIS/EIR.

National Environmental Protection Act (NEPA)

Metro has worked in coordination with the Federal Transit Administration (FTA) which is the lead agency for the NEPA clearance including the Environmental Impact Statement and Record of Decision (ROD). The NEPA clearance is necessary to ensure the environmental document is inclusive of all information required to meet federal environmental guidance and to allow the Project to be eligible for federal funding. Metro may seek financial assistance from FTA for the Project to carry out the Project's engineering and construction. If FTA provides financial assistance for final design and construction of the Project, FTA will require that Metro design and construct the Project as presented in the Final EIS/EIR and in the ROD. Although no new federal funds have been identified for the Project, by working with the FTA to complete the NEPA portion of the environmental document, the Project could be well positioned to compete if any Federal funding opportunities become available.

Metro G Line Connection:

In June 2018, when the Board selected the LPA, the Project's southern terminus was located at Bessemer Street, an east/west roadway just north of the Metro G Line. At the time of the writing of the Draft EIS/EIR, the decision to grade-separate the Metro G Line had not been made. Therefore, at the June 2018 Board meeting, Project staff was directed to work with Metro G Line project staff to develop a safe/seamless connection. In response, staff reviewed a number of alternatives and determined that the location that provided the greatest safety and comfort would be a station directly under the Metro G Line with connections to both east- and west-bound Metro G Line buses via stairs, escalators, and elevators. A concept drawing of the station is provided (Attachment D).

Grade Crossing Safety Study:

In response to a letter received from the SCRRA, Metro completed a Grade Crossing Safety Study along the 2.5-mile northern, shared railroad right-of-way section of the alignment. The Study's conclusion was that although no system is as safe as grade-separating train traffic from the roadway, with lessons learned from previous Metro constructed LRT projects and new safety equipment that would be an integral Project component, that the Project could safely cross intersections at grade.

Public Release of the Final EIS/EIR

The Final EIS/EIR was initially released on October 2, 2020, for a 30-day public review and comment period. Metro extended the public review period to 45 days to conclude on November 17, 2020 to allow more time to engage with non-English-speaking stakeholders. All comments received during the public review period will be summarized and presented to the Metro Board of Directors before Certification is considered.

Community Outreach:

Due to COVID-19 and public health directives from the County of Los Angeles, all Metro projects and programs are conducting virtual outreach in fall 2020. In response, the Project team developed a robust outreach program to maximize awareness of the final planning phase of the Project. Beginning in August 2020, over 400 bus car cards were displayed on Metro buses operating in the San Fernando Valley to reach current transit riders. Weekday bus ridership on Van Nuys Boulevard is well over 8,000 riders per day as of fall 2020, allowing the car cards to be a very effective way to educate future riders of the Project.

To engage local residents and businesses along the corridor, two rounds of 20,000 flyers were delivered door-to-door and Eblasts were sent out to over 3,400 contacts in the stakeholder database. In addition, a Project post was placed on NextDoor that was sent to 280,000 residential accounts. Metro Project staff gave 15 presentations and delivered announcements to nine neighborhood councils, reaching approximately 450 stakeholders. Metro staff also distributed more than 3,000 flyers to elected officials and Community Based Organizations (CBOs). Federal, state, county and city elected officials also helped promote Metro's community meetings via their social media channels.

To make the contents of the Final EIS/EIR available and more user friendly, a web-based platform was developed in English and Spanish that allows visitors to watch a Project video, learn more about the Project and take a brief survey. The platform can be accessed at:

[<https://www.metro.net/projects/east-sfv/esfv-learning-tool/>](https://www.metro.net/projects/east-sfv/esfv-learning-tool/).

Two virtual community meetings were hosted by Metro, including one conducted entirely in Spanish. One hundred seven attended the first virtual community meeting, and thirty-three people attended the second meeting. For those without access to a computer, a phone number was provided that enabled participants to listen in to the presentation and ask questions via text-messaging. Interpretation was available in Armenian for the first meeting and in English for the second meeting, and in other languages by request.

During the public review period, agencies and the public were able to submit comments and/or questions directly to Metro via the project website, via email and via the project hotline. During the two community meetings, approximately 85 questions and comments were received. A summary of public questions and comments received through November 17 will be tabulated and presented at the December Board Meeting.

First/Last Mile Plan and Replacement Bike Lanes

During the preparation of the Final EIS/EIR, Metro prepared a First/Last Mile (FLM) Plan. The FLM Plan identifies barriers for the FLM portions of an individual's journey as well as projects for people walking and people on bikes and their rough order of magnitude costs. These projects, if implemented, will strengthen the FLM journey for Metro customers traveling to and from a Project Station. The FLM Plan also provides an adaptable vision for addressing FLM improvements in a systematic way, and results in data and information to justify taking those actions. The recommended FLM Plan is being submitted as a separate report for Board approval.

The Final EIS/EIR has disclosed that the existing bike lanes located on Van Nuys Boulevard in the communities of Panorama City and Pacoima would be displaced by the East San Fernando Valley Project. The First/Last Mile Plan identified several alternative locations that could serve as replacement bike lanes for those displaced on Van Nuys Boulevard. Metro will work with the City of Los Angeles to identify a preferred alternative from the East San Fernando Valley First/Last Mile Plan that would provide comparable service to the displaced bike lanes. Once identified, the ESFV LRT Project would implement the replacement bike lanes by the time of the opening of the East SFV Transit project.

Project Cost

The Measure M Expenditure Plan allocates \$1.33 billion (2015\$) for the Project, which according to the Measure M guidelines can be inflated to \$1.6 billion (2018\$). Project cost estimates are being updated during the Project's ongoing preliminary engineering and will be reported to the Board in 2021.

Interim Operating Segment

To ensure the objectives of the Project are met in a timely manner and avoid delays due to the timing of funding, a Project Interim Operating Segment (IOS) has been included in the Project's Final EIS/EIR. The IOS would enable work to begin sooner and it should be noted that Metro is proceeding with IOSs on all Measure M projects to provide the Metro Board with flexibility in determining the most efficient and cost-effective manner to implement projects.

If the Metro Board approves the recommendation to proceed with the IOS, the first phase would extend along the same median Van Nuys Boulevard alignment and have the same LRT design

features and operating and service characteristics as those described for the LPA; however, the IOS would only extend as far north as San Fernando Road and the proposed Van Nuys/San Fernando Station, rather than continuing 2.5 miles within the existing railroad right-of-way to the Sylmar/San Fernando Metrolink station, as would occur under the LPA. Therefore, it would have a smaller project footprint than the LPA and would include 11 stations of the 14 stations proposed under the LPA. As per Metro Board direction, it would remain Metro's intent to build the remaining northern 2.5 miles of the LPA located within the existing railroad right-of-way from the Van Nuys/San Fernando station to the Sylmar/San Fernando Metrolink station.

A schedule for completing the second phase (i.e., the northern 2.5 miles) would be contingent upon securing the necessary funding, which remains to be determined.

SCRRA and City of San Fernando Concerns

Since the release of the Final EIS/EIR, the Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando have voiced continuing concerns pertaining to plans in development (Brighton to Roxford) that might add a fourth track between Van Nuys Boulevard and the Sylmar/San Fernando Metrolink Station at some point in the future that has not yet been determined. At the time of the drafting of the Grade Crossing Safety Study, the Brighton to Roxford project did not have a funding source and as such, there was some question as to whether the project would be constructed. Therefore, the Grade Crossing Safety Study reviewed the impacts of a three-track alignment. Due to SCRRA and City of San Fernando concerns, the Grade Crossing Safety Study would need to be updated to determine the impacts of four tracks at intersections adjacent to the grade crossings that are north of Van Nuys Boulevard.

If the Board approves the IOS and instructs staff to move forward with the first phase of the Project, right-of-way acquisition and utility relocation along Van Nuys Boulevard between the Metro G Line and San Fernando Road could be initiated in 2021. This strategy may also be advantageous for the Project's second phase as it would provide time to continue to work with the SCRRA and the City of San Fernando to address identified concerns along the railroad right-of-way.

To better assess safety and traffic impacts that would result from a fourth track being considered by the SCRRA for the San Fernando Rail Right-of-Way, between Van Nuys Boulevard and the Sylmar/San Fernando Metrolink Station, supplemental design, traffic/safety analysis, and environmental assessments are recommended. Staff will coordinate with the SCRRA and the City of San Fernando to determine the types of analysis that are best suited to forecast the impacts and make design recommendations. Once supplemental studies are agreed upon, staff will return to the Board to seek authorization and budget.

Equity Platform

Board certification of the Project is consistent with the goals and objectives outlined in the Metro Equity Platform Framework in that the Project alignment is located in a disadvantaged, underserved community where access to premium transit service is limited. There is a high concentration of minority communities residing in the Project study area including a significant concentration of Hispanic or Latino 71.7% (35% higher than the average for the City of Los Angeles and 24% higher than the County). Approximately 17.5% of the households in the study area are below the poverty

level, which is 0.2% higher than the City and 3.5% higher than the County. The Project will provide residents with a direct connection to the Metro G Line as well as with Metrolink's Ventura and Antelope Valley Lines. The alignment will provide residents with premium transit service to access employment, health, and educational opportunities, which otherwise would be difficult to reach. The FLM Project component will promote equity and sustainability by connecting underserved neighborhoods to the Metro transit network. The community was included in the process of identifying the pedestrian, bicycling, landscaping and other FLM enhancements that are included in the FLM Plan.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

With Board approval of the Project Definition and certification of the Final EIS/EIR, the CEQA process will be complete. It is anticipated that FTA staff will issue a ROD in January 2021 which will conclude the environmental document and as such, additional budget is not required at this time. Project staff will continue to coordinate with the SCRRA and the City of San Fernando, as well as with the FTA, to determine what new studies are appropriate for the Project's northern 2.5 miles along the San Fernando Rail Right of Way. Once those conversations are complete, staff will return to the Board with a request for funding for additional analysis and if appropriate, supplemental environmental analysis and design.

Approval of the Project Definition and subsequent ROD will allow the Project to continue with ongoing pre-construction activities, including the purchase of right of way, additional design, and utilities relocation in anticipation of a design-build contract award. The Project has capital funding programmed in the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of approximately \$1.6 billion in year of expenditure dollars. The funding includes a fixed allocation of Measure R and Measure M funds, as well as state grant funds that have been awarded to the Project. The estimated cost to complete the Project could be higher as the level of design increases and as pre-construction activities are completed. In the event the Project capital cost exceeds currently identified funding, Metro may need to evaluate value engineering, scope reductions including an IOS, and potential additional funding sources.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the Metro Vision 2028 Strategic Plan goals by addressing key transportation challenges in the Project area, including growing travel demand, travel times, traffic congestion and limited connections to the regional rail system.

- The Project is aligned with Vision 2028 Goal #1 - Provide High Quality Mobility Options That Will Enable People to Spend Less Time Traveling. It will provide a high quality mobility option that will improve, travel time, mobility, transit access, and connectivity to Metro's regional transit system. The

Project area experiences heavy traffic congestion, slow speeds, and unreliable travel times along its major streets during peak travel periods. These conditions are expected to worsen over time. By 2040, the Project is expected to reduce travel time for transit passengers from 48 minutes to approximately 30 minutes between the Metro G Line (Orange) Station and the Sylmar/San Fernando Metrolink Station. The ESFV Transit Corridor traverses several densely populated environmental justice communities. Many residents of these communities are transit-dependent. The Project is a major transit investment that will enhance mobility, access, and connectivity for ESFV communities and will reduce dependence on the automobile.

- The Project also supports Goal #3 - Enhance Communities through Mobility and Enhanced Access to Opportunity. It will connect communities in the San Fernando Valley to the regional Metro rail network. This Project will expand access to jobs, major activity centers, including educational and medical facilities, and recreational opportunities within the Project area and throughout the Los Angeles region.

ALTERNATIVES CONSIDERED

The Board could defer or not approve the Project Definition, certify the Final EIS/EIR or adopt the Findings and Statement of Overriding Considerations, as well as the MMRP. However, this action is not recommended as it would jeopardize the Project schedule which, according to the Measure M expenditure plan, is to be in revenue operations by or before 2028. The current schedule also has right-of-way acquisitions and utility relocations commencing in 2021 and a design/build contract being awarded in 2022. Delaying the Project would delay these efforts and could add cost.

NEXT STEPS

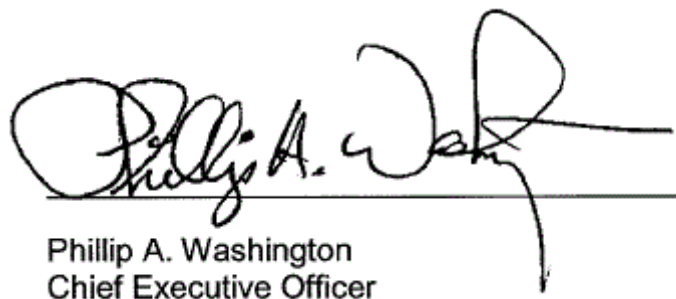
Upon Board approval, Project staff will file the Notice of Determination for the Project with the Los Angeles County Clerk and State of California Clearinghouse and will work with the FTA to ensure the timely issuance of a ROD. We will continue to coordinate with the SCRRA and the City of San Fernando to address new issues that pertain to the northern 2.5-mile shared railroad right-of-way segment of the alignment. We will return to the Board with any new supplemental recommendations necessary to address SCRRA and City of San Fernando concerns.

ATTACHMENTS

- Attachment A - Executive Summary
- Attachment B - Findings of Fact and Statement of Overriding Considerations
- Attachment C - Mitigation Monitoring and Reporting Plan
- Attachment D - Metro G Line/Project Connection

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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Executive Summary

ES.1 Introduction

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

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

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

ES.2 Purpose and Need

ES.2.1 Project Purpose/Project Objectives

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

Map of Los Angeles County Transit and Highway Projects

Legend:

- Transit Projects Completed (Solid green line)
- Transit Projects Under Construction (Dotted green line)
- Transit Projects Proposed (Green line with dots)
- Highway/Street Projects Under Construction (Dotted blue line)
- Highway/Street Projects Proposed (Solid blue line with dots)

Map Labels: Santa Clarita Valley, Los Angeles County, San Fernando Valley, Arroyo Verdugo, Central LA, Westside Cities, South Bay Cities, Gateway Cities, San Gabriel Valley, Orange County, San Bernardino County, Ventura County, Pacific Ocean, Las Virgenes/Malibu, North County Inset, Antelope Valley.

Map Numbers: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37.

Map numbers are for reference only. Final project scope will be determined in the environmental process.



The purposes and objectives of the proposed project are summarized below. The project objectives reflect Metro's mission to meet public transportation and mobility needs for transit infrastructure while also being a responsible steward of the environment and considerate of affected agencies and community members when planning a fiscally sound project.

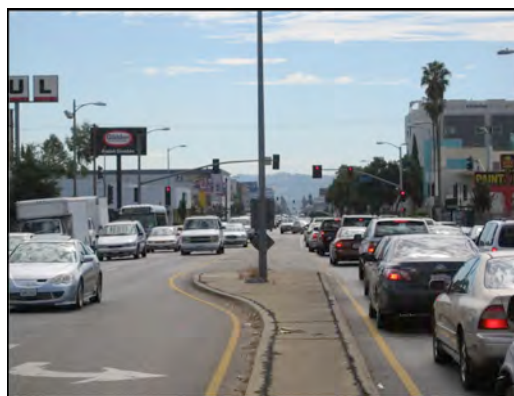
- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes;
- Provide new service and/or infrastructure that improves passenger mobility and enhances transit accessibility/connectivity for residents within the project study area to local and regional destinations and activity centers;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Increase transit service efficiency (speeds and passenger throughput) in the project study area;
- Provide additional transit options in an area with a large transit-dependent population, including the disabled, high-transit ridership;
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality; and
- Make transit service more environmentally beneficial through reductions in greenhouse gas emissions in the project study area.

ES.2.2 Need

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

- **Mobility challenges resulting from increased roadway congestion, affecting project study area bus service** – Based on the Metro travel forecast model, the number of congested roadway segments (a portion of the roadway located between two intersections) in the project study area is expected to increase from 126 to 162, a 29 percent increase in the AM peak hour and from 103 to 159, a 54 percent increase in the PM peak hour. Average speeds on these segments are expected to decrease by up to 12 miles per hour (mph) during the AM and PM peak hours. The increase in congested segments will result in lower vehicle speeds and increased travel delay in the project study area, reducing mobility. Based on travel projections from the Metro model, the number of study intersections currently operating at level of service (LOS) E (unstable flow with intolerable delay) or F (forced flow and congested; queues fail to clear) along the Van Nuys Boulevard corridor will more than double by 2040. Photo ES-1 shows typical existing congested conditions along the corridor.

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



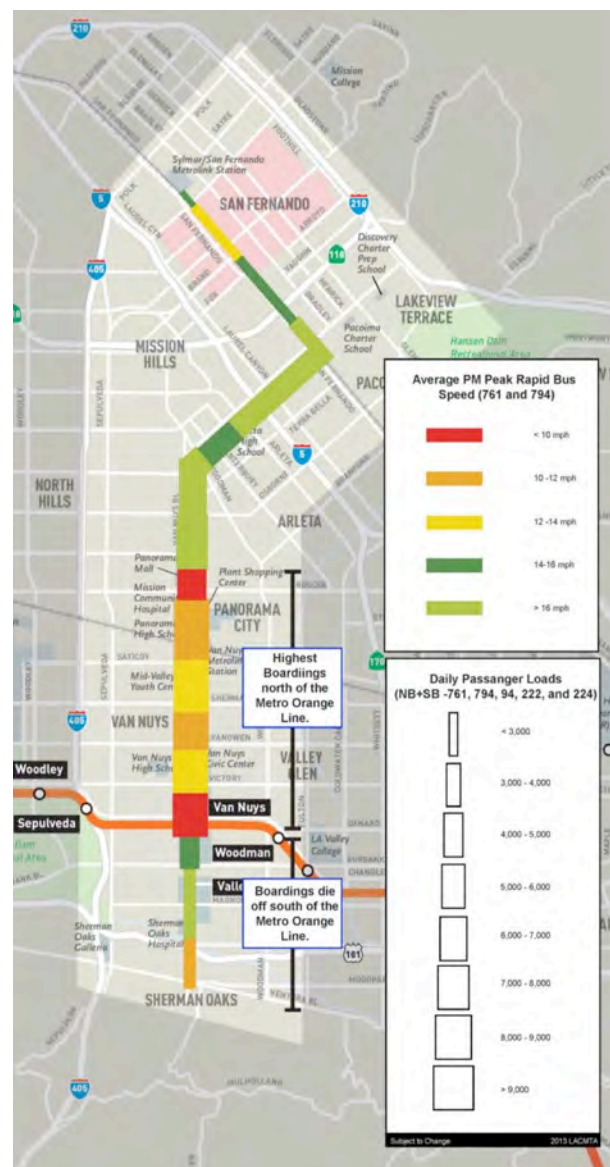
Source: Metro, 2016.

- **Increasing travel demand** – According to the Metro model, the person-trip distribution for the project study area indicates that a high number of travel trips tend to be localized to the communities within the area. Approximately 50 percent of the trips stay within the project study area, with a large portion of trips occurring between the northern communities of the City of San Fernando and Pacoima and the southern communities of Mission Hills and Panorama City. These southern communities have a higher number of activity centers that include Kaiser Permanente Hospital, several high schools, and the Panorama Mall. A significant proportion of the overall project study area trip distribution is to and from the Van Nuys Civic Center area, as seen in Figure ES-2, constituting approximately 52 percent of all project study area trips.

These general trip trends are expected to remain similar in 2040 and show a high attraction of trips between the central project study area and the Civic Center area. Because of the centralized trip patterns, transit accessibility and connectivity are integral to project study area resident travel needs, especially to those who are transit dependent (35 percent). Ten percent of households do not own a car and the average adult poverty ratio is 2.26 persons per acre compared to 1.08 per acre for Los Angeles County. These residents rely on Metro and City of Los Angeles Department of Transportation bus services for work and non-work trips within the study project area and the greater Los Angeles County area. By 2040, the trip pattern is expected to remain similar, with a high number of trips (approximately 50 percent) staying within the project study area. Local trips will remain a significant contributor to traffic and transit trends. Therefore, providing enhanced transit connections and accessibility to surrounding destinations is critical for residents that rely on public transit.

- **Transit service performance and reliability is decreasing due to increased congestion** – The existing bus service along the project study area corridors do not meet the Metro on-time performance goal of 80 percent. This is directly correlated to levels of roadway congestion and related vehicular speeds, which together reduce the mobility of area bus riders. As congestion continues to increase, the reliability of bus service for riders will also worsen, because further congestion will further decrease bus speeds.

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



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

Photo ES-2: Existing Bus Crowding



Source: Metro, 2016.

- **Exceeding air quality criteria pollutant standards within the project study area** – Standards for many of the criteria pollutants monitored within the east San Fernando Valley have been exceeded multiple times during each of the previous three years of collected data (2011–2013). The traffic analysis indicates that travel speeds, vehicular delay, and congestion will worsen by 2040. This will result in increased gas consumption, and vehicle emissions in the project study area. The increase in delay at the study intersections is expected to increase vehicle emissions and fuel consumption.

ES.3 Identification of the Locally Preferred Alternative

In September and October of 2017, the Draft Environmental Impact Study/Draft Environmental Impact Report (DEIS/DEIR) was circulated for public review and comment for 60 days. The following six alternatives were evaluated in the DEIS/DEIR:

- No-Build Alternative;
- TSM Alternative;

- BRT Alternatives:
 - Alternative 1 – Curb-Running BRT Alternative;
 - Alternative 2 – Median-Running BRT Alternative;
- Rail Alternatives:
 - Alternative 3 – Low-Floor Light Rail Transit (LRT)/Tram Alternative; and
 - Alternative 4 – LRT Alternative.

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

Metro applied the objectives below in evaluating potential alternatives for the ESFVTC Project.

- Provide new service and/or infrastructure that improves passenger mobility and connectivity to regional activity centers;
- Increase transit service efficiency (speeds and passenger throughput) in the project study area; and
- Make transit service more environmentally beneficial by providing alternatives to auto-centric travel modes and other environmental benefits, such as reduced air pollutants, including reductions in greenhouse gas emissions in the project study area.

These goals draw upon those presented in the Alternatives Analysis Report completed in 2012. For the purposes of the DEIS/DEIR, these goals were updated and refined to reflect public involvement and further analysis of the proposed project, the project area, and the background transportation system.

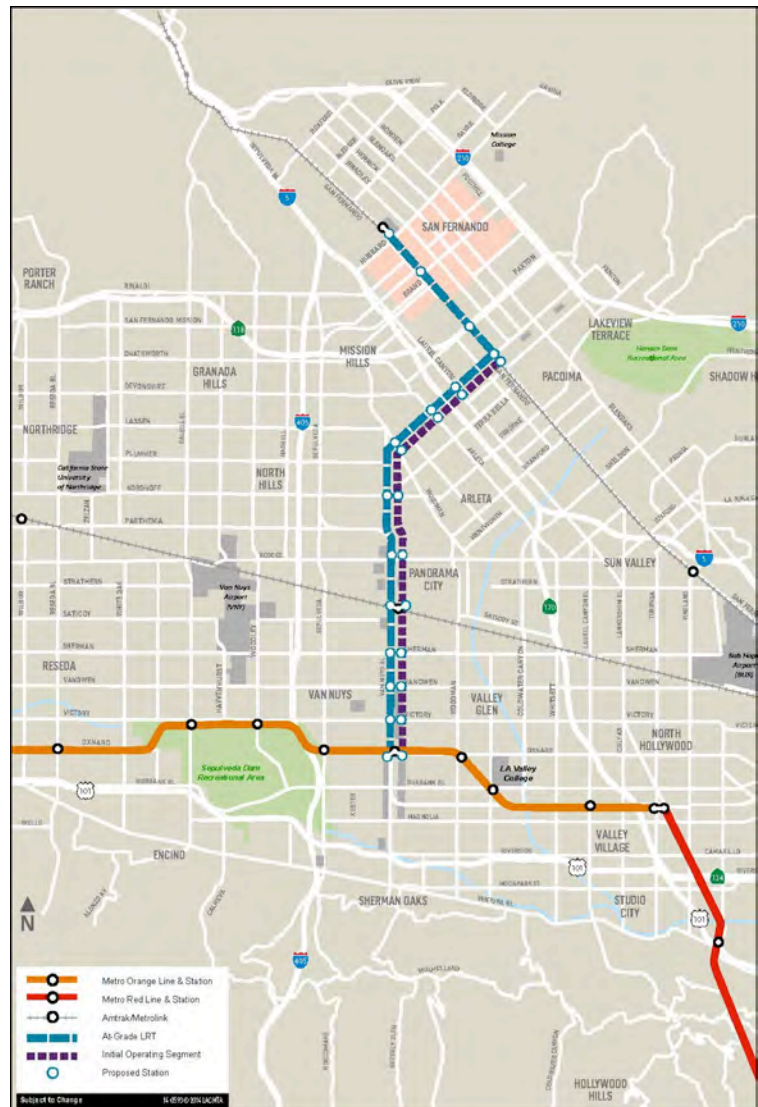
Based on the project objectives and the public comments received during the 60-day comment period for the DEIS/DEIR, a modified version of Alternative 4 (Alternative 4 Modified: At-Grade LRT) was developed on June 28, 2018, and the Metro Board of Directors formally identified Alternative 4 Modified: At-Grade LRT as the Locally Preferred Alternative (LPA). The primary difference between DEIS/DEIR Alternative 4 and the LPA is the elimination of the 2.5-mile subway portion of DEIS/DEIR Alternative 4. Under the LPA, the entire 9.2-mile alignment (Figure ES-3) would be constructed at grade. The subway portion was eliminated because it would be very expensive, have significant construction impacts, and result in little time savings compared with a fully at-grade alignment. In addition, Metro determined that the LPA best fulfilled the project's purpose and need to:

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

The LPA also includes the following positive attributes compared to the LRT Alternatives (Alternatives 3 and 4) in the DEIS/DEIR:

- Like Alternative 4, the LPA has fewer stations and would result in superior travel speeds and a greater number of overall boardings compared with the Low-Floor LRT/Tram Alternative (Alternative 3).
- The approximately 2.5-mile subway portion of Alternative 4 would be very expensive, result in additional significant construction impacts, and result in little time savings compared with the LPA.
- By operating trains on a dedicated rail right-of-way adjacent to San Fernando Road, the LPA and Alternative 4 would result in fewer train/automobile conflicts compared with operating trains in mixed-flow traffic (Alternative 3).
- The Low-Floor LRT/Tram Alternative (Alternative 3) would replace local bus service with more frequent rail service; however, this would result in fewer overall boardings and require trains to stop more often, which would result in slower travel speeds, than the LPA and Alternative 4.

Figure ES-3: Project Alignment



Source: KOA, 2019.

Subsequent to identification of the LPA by the Metro Board, additional refinements were made to the project plans to improve pedestrian connectivity and safety, minimize right-of-way impacts and displacements, and improve operational efficiencies. These improvements included refinements to the station locations and footprints, track alignment, intersection configurations, and traction power substation (TPSS) locations. The reader is referred to Appendix GG of this FEIS/FEIR, which contains the revised Advanced Conceptual Plans for the LPA.

ES.3.1 Project Phasing and Identification of an Initial Operating Segment

To ensure the objectives of the project are met in a timely manner and avoid delays due to the timing of funding availability, Metro is considering constructing the LPA in two phases, an Initial Operating Segment (IOS) or phase 1, which would consist of the portion of the LPA alignment along Van Nuys Boulevard, and phase 2, which would include the northern 2.5-mile segment of the LPA along the Metro owned railroad right-of-way. Accordingly, an IOS has been included in this FEIS/FEIR to enable Metro to realize potential cost savings, which would not otherwise occur under the LPA, from phasing the project. It should be noted that Metro is proceeding with IOSs on other projects for that reason and to specifically provide the decision-making body of Metro (the Metro Board) with flexibility in determining the most efficient and cost-effective manner to implement those projects. Proceeding with an IOS for the proposed project will also allow further coordination to occur with the Public Utilities Commission (PUC) and Metrolink, which will be necessary to accommodate double tracking of the Antelope Valley Line, and with the City of San Fernando regarding traffic impacts at intersections in the City prior to development of the remaining northern segment (phase 2) of the LPA.

Similar to the LPA, the IOS and phasing of the project would be responsive to the community's desire, as expressed in the public comments on the DEIS/DEIR, for an at-grade LRT line serving the eastern San Fernando Valley. The IOS would also fulfill the project's purpose and need to:

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

ES.3.2 Description of the Locally Preferred Alternative

The LPA consists of a 9.2-mile, at-grade LRT with 14 stations. Under the LPA, the LRT would be powered by electrified overhead lines and would travel 2.5 miles along the Metro-owned right-of-way used by the Antelope Valley Metrolink line and Union Pacific Railroad from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard. As the LPA approaches Van Nuys Boulevard it would transition to and operate in a median dedicated guideway along Van Nuys Boulevard for approximately 6.7 miles south to the Van Nuys Metro Orange Line Station. The 9.2-mile route of the LPA is illustrated in Figure ES-3. Similar to Alternative 4 described in the DEIS/DEIR, the LPA would include 14 stations. Additional details regarding the LPA characteristics, components, and facilities are discussed below.

ES.3.2.1 Vehicles

LRT vehicles for the LPA and IOS would be similar to those currently used throughout the existing Metro LRT system, as shown in Photo ES-3. Metro's LRT system is designed to accommodate trains with up to three, 90-foot rail cars, for a total train length of 270 feet. Although LRT vehicles can operate at speeds of up to 65 mph in an exclusive at-grade guideway along Van Nuys Boulevard, they would operate no faster than the posted speed limit, which is 35 mph. The LPA

assumes a maximum speed of 65 mph when traveling within the Metro right-of-way adjacent to San Fernando Road. Three-car contests (i.e., trains) can carry approximately 230 seated passengers and up to 400 passengers when standing passengers are included. The LRT train sets would be configured with a driver's cab at either end, similar to other Metro light rail trains, allowing them to run in either direction without the need to turn around at the termini.

ES.3.2.2 Alignment

The LPA and IOS would have two tracks. Along and just east of San Fernando Road, from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard, the LPA alignment would be located within the existing Metro-owned right-of-way currently used by Metrolink and Union Pacific Railroad. Metrolink and Union Pacific Railroad would continue to use a separate dedicated track.

From the intersection of San Fernando Road and Van Nuys Boulevard to the Metro Orange Line, the LPA and IOS would operate in a semi-exclusive right-of-way in what is currently the median of Van Nuys Boulevard. The LPA and IOS would be separated from automobile traffic along Van Nuys Boulevard by a barrier, except at signalized intersections and controlled at-grade crossings. The train would operate no faster than the adjacent prevailing traffic speeds and would be controlled by train signals that would coordinate with the traffic signals.

ES.3.2.3 Stations

Stations would be constructed at approximately 3/4-mile intervals along the entire route to integrate with existing Metro bus services. There would be 14 stations under the LPA, which are listed below, and 11 stations under the IOS (stations 4 through 11 below).

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

Photo ES-3: Examples of Metro LRT Vehicle



Source: Metro Transportation Library and Archives, 2015.

The proposed stations would have designs consistent with the Metro Rail Design Criteria (MRDC), including directive and standard drawings. Stations, an example of which is shown in Photo ES-4, would be ADA compliant, including compliance with the requirements pertaining to rail platforms, rail station signs, public address systems, clocks, escalators, and track crossings.

Common elements would include signage, maps, fixtures, furnishings, lighting, and communications equipment. All stations are proposed to have center or side platforms, allowing passengers to access trains traveling in either direction. Typically, at-grade station platforms are 270 feet long (to accommodate three-car trains), 39 inches high (to allow level boarding and full accessibility, in compliance with the ADA), and minimum 12.2 feet wide for side platforms to 16 feet wide for center platform stations.

Canopies at the LRT stations would be approximately 13 feet high and would incorporate directional station lighting to enhance safety. The stations would include seating elements and contain ticket vending machines, variable message signs, route maps, and fare gates, as well as the name and location of the LRT station. In addition, Metro is moving to a fare gate system and such a system would be integrated into station design as appropriate (Photo ES-4).

When feasible, stations would also include bicycle parking and bike lockers at or near stations, as required by MRDC. In addition, signage and safety and security equipment, such as closed-circuit televisions, public announcement systems, passenger assistance telephones, and variable message signs (providing real-time information), would be part of the amenities. No parking would be provided at the proposed new stations.

Photo ES-4: Example of Typical At-Grade LRT Station



Source: Metro, 2019. Note: These figures do not represent all components of a Metro system, such as pedestrian gates.

ES.3.2.4 Supporting Facilities

The LPA and IOS would require a number of additional elements to support vehicle operations, including an overhead contact system (OCS), TPSS, communications and signaling buildings, and a maintenance storage facility (MSF).

Maintenance and Storage Facility

The LPA and IOS would include construction of a new MSF, which would provide secure storage of the LRT vehicles when they are not in operation, and regular light maintenance to keep them clean and in good operating condition as well as heavy maintenance.

MSF Option B, has been identified as the locally preferred site by the Metro Board. The MSF site would be approximately 25 acres in size. MSF B would be located on the west side of Van Nuys Boulevard and would be bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. Access to the facility would be via two turnout tracks on the west side of the alignment. A northbound turnout would be located in the vicinity of Saticoy Street. A southbound turnout would be located in the vicinity of Keswick Street.

The MSF would accommodate both operational and administrative functions. The MSF would accommodate all levels of vehicle service and maintenance (i.e., progressive maintenance, scheduled maintenance, unscheduled repairs, warrantee service, and limited heavy maintenance) in addition to storage space for vehicles. The typical MSF would provide: interior and exterior vehicle cleaning, sanding, and inspection areas; maintenance and repair shops; storage yards for vehicles; and storage areas for materials, tools, and spare vehicle parts. The storage yard would be the point of origin and termination for daily service. Photo ES-5 is a photograph of a typical MSF facility (Metro Green Line LRT MSF is shown).

Photo ES-5: Typical LRT MSF Facility and Inside the Main Building



Source: Metro, 20150.

The MSF would serve as the “home base” for the operators. Space would be provided for staff offices, dispatcher workstations, employee break rooms and/or lunchrooms, operator areas with lockers, showers and restrooms, and employee and visitor parking.

The MSF would include collision/body repair areas, enclosed paint booths, and wheel truing (the profiling of wheels to ensure the proper wheel to rail interface) machines. The MSF would also include maintenance-of-way, signals and communications, and traction power functions that would be housed in separate and smaller buildings.

Overhead Contact System

The overhead contact system (OCS) is a network of overhead wires that distributes electricity to light rail vehicles (see Photo ES-6). An OCS would include steel poles placed within the entire alignment to support the overhead wires above the light rail vehicles. A telescoping pantograph or “arm” on the roof of LRT vehicles would slide along the underside of the contact wire and deliver electric power to the vehicles. The OCS poles would be approximately 30 feet tall and typically located approximately every 90 to 170 feet between or outside of the two tracks.

Photo ES-6: Typical OCS for LRT



Source: KOA, 2019.

Traction Power Substations

TPSSs are electrical substations that would be typically placed at approximately $\frac{3}{4}$ -mile intervals. The LPA LRT vehicles would be powered by approximately 14 TPSS units, which would be spaced relatively evenly along the alignment to provide direct current to the LRT vehicles. TPSSs would be located at points along the alignment where maximum power draw is expected (such as at stations and on inclines). In the event that one TPSS needs to be taken offline, the LRT vehicles would continue to operate. The MSF would also have its own designated TPSS. A representative TPSS is shown in Photo ES-7.

Photo ES-7: Typical TPSS for LRT



Source: Metro, 2019.

Communications and Signaling Buildings

Communications and signaling buildings that contain train control and communications equipment would be located at each station, crossover, and at-grade crossing.

ES.3.2.5 Operations

The proposed LRT is anticipated to operate with a 6-minute peak and 12-minute off-peak headways when it opens and is designed to operate at 5-minute peak and 10-minute off-peak once ridership begins to increase. Adjacent and connecting bus lines would be evaluated and headways would be revised depending upon train schedule and demand.

ES.3.2.6 Parking Loss and Travel Lane Loss

Parking Loss

With implementation of the LPA, all curbside parking would be prohibited along Van Nuys Boulevard.

Travel Lane Loss

The number of travel lanes on Van Nuys Boulevard would be reduced from three to two in each direction for the segment between the Metro Orange Line and Parthenia Street under the LPA and IOS. North of that point, the LPA and IOS would maintain the two existing travel lanes in each direction to Laurel Canyon Boulevard and the existing one northbound lane and two southbound lanes along Van Nuys Boulevard from Laurel Canyon Boulevard to San Fernando Road.

ES.3.2.7 Turning Restrictions

Left turns from Van Nuys Boulevard onto cross streets would be maintained at most of the currently signalized intersections where the LRT would be running in the median. All crossings of the alignment would be controlled by a traffic signal. Motorists who desire to make a left turn where it is no longer allowed would have to make a U-turn at a signalized left-turn location or choose a route that would allow them to use a signalized cross street.

Under the LPA and IOS, the intersections with turning restrictions is refined as follows:

- Pinney Street and San Fernando Road (closed via a cul de sac);
- Van Nuys Boulevard and El Dorado Avenue (southbound left only);
- Van Nuys Boulevard and Tamarack Avenue;
- Van Nuys Boulevard and Telfair Avenue;
- Van Nuys Boulevard and Cayuga Avenue;
- Van Nuys Boulevard and Oneida Avenue;
- Van Nuys Boulevard and Haddon Avenue;
- Van Nuys Boulevard and Omelveny Avenue;
- Van Nuys Boulevard and Amboy Avenue;
- Van Nuys Boulevard and Rincon Avenue;
- Van Nuys Boulevard and Remick Avenue;
- Van Nuys Boulevard and Vena Avenue;
- Van Nuys Boulevard and Bartee Avenue (northbound left only);
- Van Nuys Boulevard and Lev Avenue;
- Van Nuys Boulevard and Arleta Avenue (southbound left only);
- Van Nuys Boulevard and Beachy Avenue (southbound left only and pedestrian crossings);
- Van Nuys Boulevard and Canterbury Avenue;
- Van Nuys Boulevard and Woodman Avenue (southbound left only);
- Van Nuys Boulevard and Vesper Avenue (northbound left only);
- Van Nuys Boulevard and Novice Street;
- Van Nuys Boulevard and Gledhill Street;
- Van Nuys Boulevard and Vincennes Street;
- Van Nuys Boulevard and Osborne Street;
- Van Nuys Boulevard and Rayen Street;
- Van Nuys Boulevard and Parthenia Street (southbound left only);
- Van Nuys Boulevard and Lorne Street;
- Van Nuys Boulevard and Blythe Street;
- Van Nuys Boulevard and Michaels Street;
- Van Nuys Boulevard and Keswick Street (southbound left only);
- Van Nuys Boulevard and Covello Street;
- Van Nuys Boulevard and Wyandotte Street;
- Van Nuys Boulevard and Gault Street (pedestrian crossing only); Van Nuys Boulevard and Hart Street;

- Van Nuys Boulevard and Hartland Street (pedestrian crossing only);
- Van Nuys Boulevard and Archwood Street;
- Van Nuys Boulevard and Haynes Street;
- Van Nuys Boulevard and Hamlin Street;
- Van Nuys Boulevard and Gilmore Street;
- Van Nuys Boulevard and Friar Street;
- Van Nuys Boulevard and Erwin Street;
- Van Nuys Boulevard and Delano Street;
- Van Nuys Boulevard and Calvert Street;
- Van Nuys Boulevard and Bessemer Street.

ES.3.2.8 Bicycle Facilities

When feasible, bicycle parking would be provided at or near Metro stations, as required by MRDC.

Bicycle parking would be provided at or near Metro stations, as feasible. The existing bike lanes, which extend approximately two miles north along Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon Boulevard to San Fernando Road, would be removed under the LPA and IOS due to right-of-way constraints.

The City of Los Angeles constructed a bicycle path within Metro's railroad right-of-way parallel to San Fernando Road. At the point where the LPA crosses the bicycle path, near the intersection of Pinney Street and San Fernando Road, a signalized grade crossing would be provided. This existing bike path would remain in place except in the City of San Fernando where the bike path would be relocated east in order to accommodate the relocated single Metrolink/UPRR track. The Metro right-of-way is generally wide enough to allow the bicycle path to remain alongside a pair of LRT tracks and a relocated track for Metrolink and the Union Pacific Railroad, though some partial takes of adjacent properties would be required in the City of San Fernando.

ES.3.2.9 Accessibility

Pedestrian Access

There would be a pedestrian overcrossing or undercrossing at the Sylmar/San Fernando Metrolink Station from the LRT platform to the Metrolink platform. For other pedestrian crossings along Metro right-of-way, the crossings would be controlled by pedestrian gates.

All current signal-controlled crosswalks along Van Nuys Boulevard would be maintained under the LPA and IOS. Between the signalized intersections, a barrier would be installed to prevent uncontrolled pedestrian crossings, as is Metro's current practice on its median-running LRT lines. Pedestrians would be required to walk to a signalized location to cross Van Nuys Boulevard. LRT passengers would reach the median station platforms from crosswalks at signalized intersections.

Vehicular Access

Vehicular access along Van Nuys Boulevard that would cross the LRT alignment would be limited to signalized crossings. All other streets or driveways would become right turns into and out of Van Nuys Boulevard.

ES.3.2.10 Right-of-Way

Right-of-way would be required to construct the MSF site from the LPA and IOS alignment. MSF Option B has been identified by Metro as the locally preferred site. Acquisitions would be needed on the west side of Van Nuys Boulevard so that the LRT vehicles can travel to the west of the Van Nuys Boulevard alignment, to the MSF site located within the industrial areas north of Keswick Street and south of Raymer Street.

Metro is the owner of a mostly 100-foot-wide railroad right-of-way through the Pacoima community, the City of San Fernando, and the Sylmar community that currently has a single track down the center of the corridor, with some sidings, and a bike path. The track is operated by the Southern California Regional Rail Authority for Metrolink commuter rail service and is also utilized by the Union Pacific Railroad. Within the Pacoima community of the City of Los Angeles, the 100-foot width could accommodate two LRT tracks, one commuter and freight rail track, and the existing bike path. To provide sufficient room for the LRT tracks under the LPA, the existing single rail track would be removed from the center of the corridor and replaced with a single track along the corridor's northeastern edge to serve commuter and freight rail operations. The right-of-way could accommodate center platform LRT stations near Paxton Street and Maclay Avenue.

At the Pacoima Wash, north of SR-118, a pair of new bridges would be needed, one for the LRT tracks, and the other for the commuter/freight rail track. These bridges would lie alongside the existing San Fernando Road Bridge and the existing bike path bridge. The available right-of-way within the City of San Fernando is relatively narrow. From Jesse/Wolfskill Street to a point approximately 1,000 feet north of Maclay Avenue, the right-of-way widths generally range from 60 feet to 80 feet. As a consequence, property acquisitions would most likely be required to construct the PLPA within this stretch of the project alignment because of the relatively constrained existing right-of-way. Acquisition of properties would also be required for the placement of TPSS units at approximately $\frac{3}{4}$ -mile intervals along the alignment, as well as at the San Fernando Road and Van Nuys Boulevard intersection.

ES.3.2.11 Gated LRT Grade Crossings

For the portion of the LPA alignment within the Metro-owned railroad right-of-way, the grade crossings at Paxton Street, Wolfskill Street, Brand Boulevard, Maclay Avenue, and Hubbard Avenue would be controlled by traditional vehicular crossing gates. The current single-track crossings would become three.

There would be pedestrian gates for at-grade street crossings, in addition to the traditional vehicular crossing gates that exist at Paxton Street, Wolfskill Street, Brand Boulevard, Maclay Avenue, and Hubbard Avenue.

There would also be left-turn lane gates, where feasible, at signalized intersections along Van Nuys Boulevard, under the LPA and IOS, where left turns are permitted across the LRT dedicated guideway. The gates would be activated whenever a train approaches the intersection to enhance safety at these locations.

ES.3.2.12 Description of the Initial Operating Segment

The IOS would run along the same alignment and have the same LRT design features, MSF, and operating and service characteristics as those described for the LPA below; however, the IOS would extend as far north as San Fernando Road and the proposed Van Nuys/San Fernando station, rather than continuing 2.5 miles within the existing railroad right-of-way to the Sylmar/San Fernando Metrolink station, as would occur under the LPA. Therefore, it would have a smaller project footprint than the LPA and would include 11 stations and 11 TPSS units instead of the 14 stations and 14 TPSS units proposed under the LPA. It remains Metro's intent, however, to build the remaining northern 2.5 miles of the LPA within the existing railroad right-of-way from the Van Nuys/San Fernando station to the Sylmar/San Fernando Metrolink station. The 6.7-mile route of the IOS is illustrated in Figure ES-3-2. Impacts associated with both the LPA and the IOS are discussed for each environmental impact section in Chapters 3 and 4 of this FEIS/FEIR.

Construction of the LPA and IOS is expected to begin in 2022 and would take approximately 4.5 to 5 years to completed.¹ A schedule for completing the second phase (i.e., the northern 2.5 miles) would be contingent upon securing the necessary funding and further coordination with the PUC, Metrolink, and the City of San Fernando prior to development of the remaining northern segment of the LPA. However, it is Metro's expectation that funding will be secured and construction of phase 2 would likely begin within 3 to 5 years of completion of the IOS and would occur over a 3- to 4-year period.

ES.4 Areas of Controversy and Issues to Be Resolved

ES.4.1 Areas of Controversy

Comments submitted during the circulation of the DEIS/DEIR expressed concerns regarding the issues listed below. Please note that these comments are meant to provide a synopsis of the trending themes. Comments received during the public circulation period are provided in Appendix A1 of the FEIS/FEIR. Responses to those comments are provided in Appendix A2 to this FEIS/FEIR.

- A strong preference by the public for LRT, despite the high cost, which is viewed as the best mode of transit, with higher carrying capacity and better mobility benefits;
- A feeling among some community members that the San Fernando Valley is not receiving its fair share of investment in rail, compared to other parts of the county;

¹ Based on the current impacts of the recent social response to the COVID-19 virus and the resulting decline in travel demand, at this time it is impossible to predict future changes to the project purpose and need, schedule, and traffic operation impacts that may result from a COVID-19 response of an unpredictable nature and length. Should significant changes in the planning assumptions, project schedule, project scope, or surrounding project environment result because of a prolonged COVID-19 response, Metro will consider additional project evaluation and public input consistent with NEPA and CEQA.

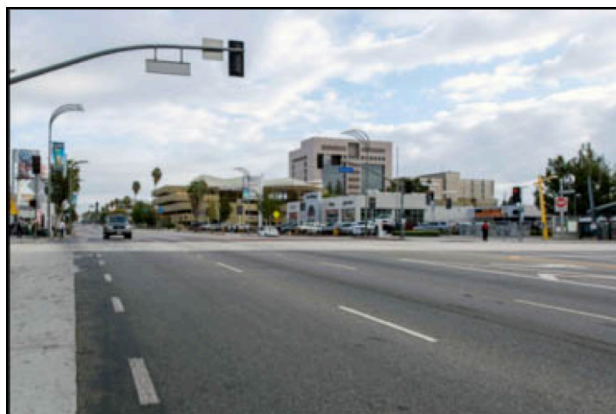
- Concerns expressed about the effects on local businesses of removing on-street parking along Van Nuys Boulevard;
- Concerns about economic impacts on adjacent businesses during project construction;
- Concerns over the loss of traffic lanes to accommodate the project and the resulting increased congestion in the motor vehicle lanes;
- Concerns about the location of the maintenance facility and potential impacts on the surrounding community;
- Concerns that BRT would be slower, carry fewer people, and have limited benefits compared with LRT;
- Concerns that LRT is too expensive, and BRT can provide almost the same level of benefits at a much lower cost;
- Concerns about any potential elimination of existing Metro Local and Metro Rapid bus routes and stops;
- Support for inclusion of bicycle lanes as part of this project, and opposition to their removal; and
- Concerns about fare increases to pay for this project.

ES.4.2 Issues to Be Resolved

Connection with Metro Orange Line

The Metro Orange Line intersects the southern terminus of the alignment (shown in Photo ES-8). Currently, the Metro Orange Line is a BRT that operates in a dedicated right-of-way with an average of 30,000 boardings per day. The Metro Orange Line Van Nuys Station is also a major transfer point. In planning this project, special consideration was given to how this project intersects with the Metro Orange Line and how to best facilitate transfer to/from both services.

Photo ES-8: Existing Metro Orange Line Connection with Van Nuys Boulevard

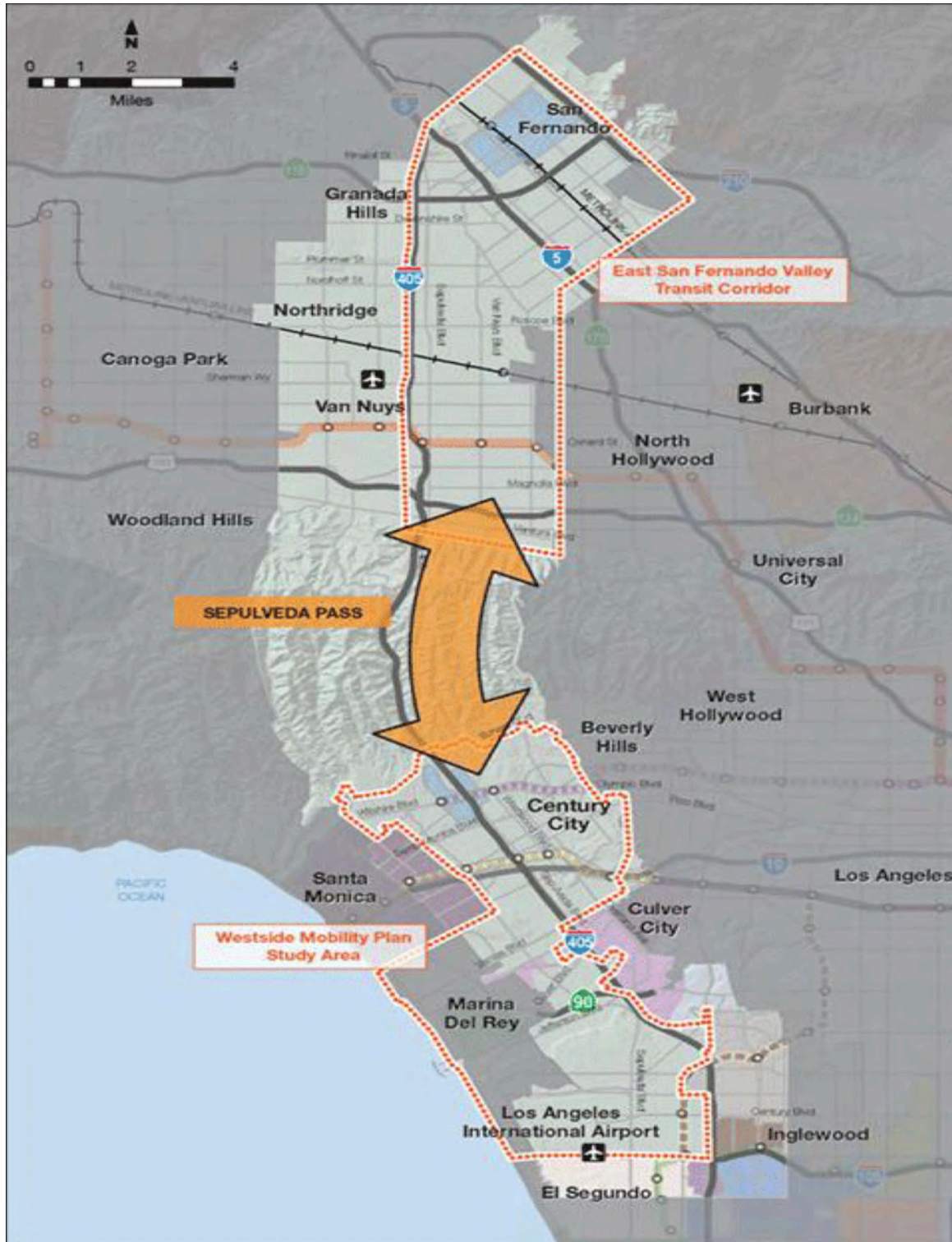


Source: KOA, 2015.

Uncertainties and Opportunities with Sepulveda Pass Transit Project

Along with planning for this proposed project, Metro is also studying how best to provide improved transit service through the Sepulveda Pass connecting the San Fernando Valley and the Westside (e.g. Westwood, Brentwood, West LA, Culver City). The LPA would recognize the Sepulveda Transit Corridor Project and consider any potentially feasible and advantageous points for connecting the two corridors (Figure ES-4).

Figure ES-4: Sepulveda Transit Connection



Source: Metro, 2016

Specific Effects on Landmark Palm Trees in the Civic Center

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

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



Source: Metro, 2016.

Pedestrian Safety Improvements at Nearby Schools

A number of private and public schools are either adjacent to or near Van Nuys Boulevard and the San Fernando Road corridors (Photos ES-10 through ES-12). The proposed pedestrian measures are being implemented to ensure pedestrian safety is met along the corridor. The Metro Board will need to consider whether additional pedestrian safety measures are warranted, beyond Metro's current pedestrian safety program, as well as those proposed by the project.

Specific Effects of Project on Left Turns into Businesses

The LPA would eliminate some mid-block or outside-of-intersection left turns into properties on Van Nuys Boulevard. There are businesses throughout the corridor where delivery trucks access the business via a left turn (Photo ES-13). A formal outreach effort will be established to work with the businesses on a new access plan that would continue to provide access while being compatible with the operation of the LPA.

Photo ES-10: San Fernando Middle School



Source: Google Maps, 2016.

Photo ES-11: Arleta High School



Source: Google Maps, 2016.

Photo ES-12: Panorama High School



Source: Google Maps, 2016.

Photo ES-13: Truck Making a Left Turn along Van Nuys Corridor



Source: Metro, 2016.

Project Funding

Capital Funding Sources

Metro's approved 2009 Long-Range Transportation Plan (LRTP) reserved \$170.1 million for the project, which is the present worth in 2014 dollars, escalated to 2018 dollars. The following combination of federal, state, and local revenue sources are eligible sources of funding for the ESFVTC Project

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

Measure M Sales Tax

In 2016 Los Angeles voters passed the Measure M Sales Tax. This measure included projects that were identified by Metro staff as necessary to improve and enhance system connectivity; promote bicycling and walking; support Americans with Disabilities Act (ADA)/paratransit services for the disabled; provide discounts for students and seniors; invest in bus and rail operations; implement ongoing system maintenance and repair, including repair of bridges and tunnels; and fund repairs and enhancements for local streets and roads. To fund these projects and programs, the Metro Board of Directors agreed, at its June 2016 meeting, to place a measure on the ballot in November 2016 that would augment Measure R with a new half-cent sales tax.

In March 2016, the Metro Board of Directors released the draft Potential Ballot Measure Expenditure Plan for public review. The draft plan anticipates expenditures of more than \$120 billion (YOE) over a period of 40 or more years. It relies on the following funding assumptions: a half-cent sales tax augmentation to begin in fiscal year 2018 and an extension of an existing half-cent sales tax rate beyond the current expiration of Measure R in 2039, with a combined one-cent sales tax and a partial extension for ongoing repairs, operations, and debt service. The draft plan currently identifies the ESFVTC Project for a total of \$1.33 billion in funding, including \$810 million from potential ballot measure revenues and \$520 million from other LRTP revenues. The project, as defined in the draft plan, would be a high-capacity transit project, with mode to be determined, that would connect the Metro Orange Line Van Nuys station to the Sylmar/San Fernando Metrolink station and would consist of 14 stations over 9.2 miles.

Project Cost

Capital cost estimates for the alternatives are based on conceptual engineering drawings. The capital costs for the LPA and IOS are presented in 2014 base-year dollars and 2018 dollars for comparative purposes. Capital costs of the LPA range from \$1.3 to \$1.5 billion in 2014 dollars and \$1.9 to \$2.2 billion in 2018 dollars. Capital costs for the IOS range from \$1.2 to \$1.3 billion in 2014 dollars and \$1.7 to \$1.9 billion in 2018 dollars. Capital costs for the LPA and IOS include construction of the MSF, which is described in the DEIS/DEIR and this FEIS/FEIR as MSF Option B.

Project costs are fully detailed in Chapter 6 of this FEIS/FEIR; a summary is provided below in Table ES-1 for both the LPA and IOS. The capital costs for the LPA and IOS were developed with use of FTA's Standard Cost Categories (SCC)s. These costs represent gross capital expenditures relative to the No-Build Alternative. Total capital costs are divided into five major categories:

- General Construction: Guideway elements, stations, maintenance yards, site work, systems, and contingencies;
- Vehicles: Vehicle manufacturing and assembly;
- Right-of-Way: All rights-of-way, land, maintenance yards, and existing improvements;
- Soft Costs: Professional engineering and related services. Generally, soft costs are capital expenditures that are required to complete an operational transit project; the funds are not spent directly on activities related to brick-and-mortar construction, vehicle and equipment procurement, or land acquisition. Instead, these expenses are for the professional services that are necessary to complete the project; and,
- Unallocated Contingency: Additional costs included in the estimate that may be used to cover unforeseen costs, inflation, and/or mitigation measures.

Table ES-1: Project Costs (2014 YOE Dollars)

Cost Category	LPA with MSF	IOS with MSF
Construction	\$683,285,763 – \$788,386,872	\$618,553,937 – \$713,669,016
Right-of-Way, Land, Maintenance Yards, and Existing Improvements	\$130,928,800 – \$151,013,228	\$130,928,800 – \$151,139,573
Vehicles	\$264,480,000 – \$305,235,251	\$214,320,000 – \$247,244,627
Professional Services	\$245,982,875 – \$283,837,616	\$222,679,417 – \$256,964,654
Total Ranges	\$1.3 to \$1.5 billion	\$1.2 to \$1.3 billion

Source: Metro, KOA; 2019.

The LPA is projected to cost between \$64.7 million annually to operate and maintain. The IOS would cost approximately \$50.2 million annually to operate and maintain. The cost may have future variations related to the operational headway.

ES.5 Next Steps

The next steps in the project approval process are:

- Federal Transit Administration (FTA) approves publication and circulation of the FEIS/FEIR for 30 days.
- The Metro Board of Directors considers certification of the FEIS/FEIR in accordance with CEQA regulations, approval of the project, and adoption of the CEQA-required Mitigation Monitoring and Reporting Program and Findings of Fact and Statement of Overriding Consideration.
- A Notice of Determination (NOD) is filed in compliance with CEQA regulations, upon approval of the project by Metro, which will commence a 30-day statute of limitations period for legal challenges under CEQA.
- FTA issues and publishes a Record of Decision (ROD) in the Federal Register.
- FTA publishes a Limitation on Claims (LOC) notice in the Federal Register.
- Following filing of the NOD and publication of the Federal ROD, the proposed project can proceed to final design, construction, and operation. The schedule of these milestones will be refined as the project nears the end of the state and Federal mandated environmental review process.

ES.6 Summary of Environmental Impacts

In compliance with NEPA regulations and the State CEQA Guidelines, this FEIS/FEIR studied potential environmental consequences associated with construction and operation of the LPA and the IOS.

Due to the highly urbanized nature of the project area, potential environmental impacts pertain primarily to the built environment. Over 20 categories of environmental impacts were evaluated. Environmental impact categories where the LPA and IOS would have a significant impact after mitigation under CEQA and adverse effect under NEPA are discussed below.

ES.6.1 Unavoidable Significant Adverse Impacts and Effects under CEQA and NEPA

The LPA and IOS would result in unavoidable significant adverse impacts under CEQA after implementation of proposed mitigation measures in the following environmental resources:

- **Traffic, Parking, and Bicycle Facilities:** The LPA and IOS would result in reductions in roadway capacity due to the conversion of existing motor vehicle lanes to accommodate the LRT. As a consequence, under the LPA, significant traffic impacts under CEQA could occur at 20 of 73 study intersections along the corridor under future (2040) with-project conditions. Under the IOS, significant impacts would occur at 16 of the study intersections. Metro will work with the Cities of Los Angeles and San Fernando to synchronize and coordinate signal timing and optimize changes in roadway striping to minimize potential operational impacts to the extent feasible. However, other mitigation measures, such as lane configuration changes, which would increase the capacity of the roadways or restrict turning movements, were considered infeasible because of right-of-way constraints or secondary effects on upstream and downstream locations. As a consequence, traffic impacts would remain significant under CEQA after implementation of proposed mitigation measures. Construction traffic impacts would also remain significant and unavoidable under CEQA after implementation of proposed mitigation measures. In addition, existing bicycle lanes on Van Nuys Boulevard would be removed, and future bicycle lanes designated for implementation along Van Nuys Boulevard would not be feasible under the LPA and IOS, which would conflict with the City of Los Angeles Bicycle Plan. Therefore, impacts on bicyclists and bicycle facilities would remain significant under CEQA.
- **Land Use:** The LPA and IOS would result in land use incompatibility impacts or conflicts with environmental goals and policies in local land use plans due to traffic, noise, or other impacts that would remain significant under CEQA after implementation of proposed mitigation measures.
- **Community and Neighborhood:** Under the LPA and IOS, the potential operational effects on bicycle access and safety, construction and operational impacts on social and community interactions from business displacements, and operational visual impacts on sensitive viewers would be significant under CEQA after implementation of proposed mitigation measures.
- **Visual and Aesthetics:** The LPA and IOS would result in significant impacts under CEQA on the visual environment within the project corridor. The visual changes in communities along the project corridor due to the introduction of new vertical structures (overhead contact system columns and wires), affecting scenic views of the surrounding mountains and foothills, would remain significant under CEQA after mitigation.
- **Air Quality:** Construction of the LPA and IOS would result in localized PM₁₀ and PM_{2.5} emissions during construction that would exceed local thresholds. Even with implementation of mitigation measures, emissions thresholds would be exceeded, and impacts would remain significant under CEQA.
- **Noise and Vibration:** Construction of the LPA and IOS would require the use of heavy earth-moving equipment, pneumatic tools, generators, concrete pumps, and similar equipment. Actual construction noise levels would depend on means and methods decided upon by the contractor. The significance thresholds for construction noise levels are those that exceed existing ambient noise levels by 10 dBA or more at a sensitive land use. The construction of the LPA and IOS would have a predicted noise level of 87 dBA (8-hour L_{eq}) at 50 feet, which is about 15 to 20 decibels higher than the current ambient noise level. Therefore, noise from construction of the LPA and IOS would result in a significant impact under CEQA. Although mitigation

measures are proposed to reduce construction noise levels and impacts would be temporary, construction noise levels could still exceed established thresholds resulting in unavoidable significant impacts under CEQA.

- **Safety and Security:** The LPA and IOS would result in significant effects under CEQA after mitigation on pedestrian sidewalk safety due to the narrowing of sidewalks and bicycle safety due to the removal of existing bike lanes as well as potential impacts on emergency vehicle response time due to turn restrictions and the increased congestion resulting from the removal of mixed-flow travel lanes.
- **Parklands and Community Facilities:** The LPA's and IOS's potential construction air quality effects on parklands and community facilities would remain significant under CEQA after implementation of proposed mitigation measures. The operational effects of the LPA and IOS on emergency vehicle access and visual impacts on sensitive viewers would be significant under CEQA after implementation of proposed mitigation measures.

The LPA and IOS would result in unavoidable adverse effects under NEPA after implementation of proposed mitigation measures in the following environmental resources:

- **Traffic, Parking, and Bicycle Facilities:** Traffic impacts would remain adverse under NEPA after implementation of proposed mitigation measures. Construction traffic impacts would also remain adverse under NEPA after implementation of proposed mitigation measures. In addition, existing bicycle lanes on Van Nuys Boulevard would be removed, and future bicycle lanes designated for implementation along Van Nuys Boulevard would not be feasible under the LPA and IOS, which would conflict with the City of Los Angeles Bicycle Plan. Therefore, impacts on bicyclists and bicycle facilities would remain adverse under NEPA after mitigation.
- **Land Use:** The LPA and IOS would result in land use incompatibility impacts or conflicts with environmental goals and policies in local land use plans due to traffic, noise, or other impacts that would remain adverse under NEPA after implementation of proposed mitigation measures.
- **Community and Neighborhood:** Under the LPA and IOS, the potential operational effects on bicycle access and safety, construction and operational effects on social and community interactions from business displacements, and operational visual effects on sensitive viewers would be adverse under NEPA after implementation of proposed mitigation measures.
- **Visual and Aesthetics:** The LPA and IOS would result in potentially adverse effects under NEPA on the visual environment within the project corridor. The visual changes in communities along the project corridor due to the introduction of new vertical structures (overhead contact system columns and wires), affecting scenic views of the surrounding mountains and foothills, would remain adverse under NEPA after mitigation.
- **Noise and Vibration:** Noise from construction of the LPA and IOS would result in adverse effects under NEPA. Although mitigation measures are proposed to reduce construction noise levels and effects would be temporary, construction noise levels could still exceed established thresholds, resulting in unavoidable adverse effects under NEPA.
- **Safety and Security:** The LPA and IOS would result in adverse effects under NEPA after mitigation on pedestrian sidewalk safety due to the narrowing of sidewalks and bicycle safety due to the removal of existing bike lanes as well as potential impacts on emergency vehicle response time due to turn restrictions and the increased congestion resulting from the removal of mixed-flow travel lanes.
- **Parklands and Community Facilities:** The LPA's and IOS's operational effects of the LPA and IOS on emergency vehicle access and visual impacts on sensitive viewers would be adverse under NEPA after implementation of proposed mitigation measures.

More information regarding the proposed project's environmental effects and impacts is provided in Chapter 3, Transportation, Transit, Circulation, and Parking, and Chapter 4, Environmental Analysis, Consequences, and Mitigation.

ES.7 Summary of Environmental Consequences and Mitigation Measures

Table ES-2, below, provides a summary of all environmental impacts of the LPA, IOS, and for comparison purposes, Alternatives 3 and 4 from the DEIS/DEIR. For further and more detailed information on Alternatives 3 and 4, please refer to the DEIS/DEIR, which is available at Metro headquarters and online at <https://www.metro.net/projects/east-sfv/draft-eiseir/>. For more details about each of the impacts as they pertain to the LPA and IOS, the reader is referred to Chapters 3, 4, and 5 of this FEIS/FEIR.

As indicated in Table ES-2, the LPA would not result in new significant impacts or substantially more severe significant impacts than those identified in the DEIS/DEIR. For that reason, recirculation of the DEIS/DEIR is not required.²

Table ES-3 includes a list of proposed mitigation measures. For mitigation measures proposed for Alternative 3 and 4, please refer to the DEIS/DEIR. Metro is committed to satisfying all applicable federal, state, and local environmental regulations and to applying reasonable mitigation measures to reduce adverse effects and significant impacts. Should the Metro Board of Directors approve the project, in accordance with CEQA regulations, it will adopt a Mitigation Monitoring and Reporting Program, which lists all of the committed mitigation measures. Upon approval of the proposed project, these mitigation measures will become part of the project, and will be considered binding under CEQA.

² Pursuant to Section 15088.5(a) of the State CEQA Guidelines: A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that: (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented. (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance. (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it. (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Table ES-2: Summary of Environmental Impacts and Effects

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Transportation, Transit, Circulation, and Parking (Chapter 3 of the FEIS/FEIR)					
Construction	<p>Transit and Traffic: The LPA would be constructed over a period of approximately 4.5 to 5 years³ and would result in temporary lane or street closures.</p> <p>Parking: From 7 a.m. to 7 p.m., on-street parking would be removed within each construction work zone. On-street parking would be permanently removed to accommodate operation of the LPA.</p> <p>Pedestrian and Bicycle Facilities: Existing bicycle lanes along Van Nuys Boulevard would be removed during construction. Pedestrian routes would be lengthened where minor intersections would be temporarily closed during construction.</p>	<p>Transit and Traffic: The IOS would be constructed over a period of approximately 4.5 to 5 years and would result in temporary lane or street closures.</p> <p>Parking and Pedestrian and Bicycle Facilities: Impacts would be the same as those that would occur under the LPA along Van Nuys Boulevard. The bike path within the Metro-owned railroad right-of-way would not have to be relocated as would occur under the LPA and DEIS/DEIR Alternative 4 because the IOS would not include the railroad right-of-way segment.</p>	<p>Transit and Traffic: Alternative 3 would be constructed over a period of approximately 4 years and would result in temporary lane or street closures.</p> <p>Parking: From 7 a.m. to 7 p.m., on-street parking would be removed within each construction work zone. On-street parking would be permanently removed to accommodate operation of Alternative 3.</p> <p>Pedestrian and Bicycle Facilities: Existing bicycle lanes along Van Nuys Boulevard would be removed during construction. Pedestrian routes would be lengthened where minor intersections would be temporarily closed during construction.</p>	<p>Transit and Traffic: Construction of Alternative 4 could take up to 5 years. The impacts would be greater than those that would occur under Alternative 3.</p> <p>Parking and Pedestrian and Bicycle Facilities: Impacts would be the same as those that would occur under Alternative 3.</p>	<p>All Alternatives: CEQA: Significant (transit, traffic, bicycle facilities) NEPA: Adverse (transit, traffic, bicycle facilities)</p>

³ This is the overall construction duration. Construction would occur in phases and would be divided into a series of activities, which would often overlap to minimize the duration of overall construction. Constructing in segments would also minimize the length of time construction activities occur in front of a particular block of properties, so properties are not affected during the entire duration of construction, but mainly when activities are occurring on that particular block.

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Operation	<p>Transit Impacts: The LPA would result in improved headways and travel times, and an increase of 9,549 daily transit trips.</p> <p>Traffic Impacts: the LPA would result in significant impacts at 20 of the 73 study intersections in the corridor in the AM or PM peak hours under the Future (Year 2040)-with-Project scenario.</p> <p>Parking: A total of 1,111 on-street parking spaces and 528 off-street parking spaces would be removed.</p> <p>Pedestrian and Bicycle Facilities: Project implementation would conflict with the City of Los Angeles Bicycle Plan, as designated bicycle lanes on Van Nuys Boulevard would not be feasible under the LPA. Existing bicycle lanes on Van Nuys Boulevard would be removed. However, it should be noted that the City of Los Angeles General Plan Framework Element designates the corridor as a Transit Priority Segment, which conflicts with the City of Los Angeles Bicycle Plan. Pedestrian routes would be lengthened where minor intersections would be closed. Remaining pedestrian crossings would be improved with enhanced design and safety features.</p>	<p>Transit Impacts: The IOS would result in improved headways and travel times, and an increase of 7,476 daily transit trips.</p> <p>Traffic Impacts: the IOS would result in significant impacts at 16 of the study intersections within the IOS extents.</p> <p>Parking: Impacts would be the same as those described for the LPA.</p> <p>Pedestrian and Bicycle Facilities: Impacts would be the same as those described for the LPA.</p>	<p>Transit Impacts: Alternative 3 would result in improved headways and travel times, and an increase of 8,452 daily transit trips.</p> <p>Traffic Impacts: Alternative 3 would result in significant LOS impacts at 32 of the 73 study intersections in the AM or PM peak hours under the Future-with-Project scenario.</p> <p>Parking: All 1,140 on-street parking spaces and 15 adjacent cross-street spaces would be removed.</p> <p>Pedestrian and Bicycle Facilities: Existing bicycle lanes on Van Nuys Boulevard would be removed.</p>	<p>Transit Impacts: Alternative 4 would result in improved headways and travel times, and an increase of 9,786 daily transit trips.</p> <p>Traffic Impacts: Alternative 4 would result in significant impacts at 20 of the 73 study intersections in the AM or PM peak hours under the Future-with-Project scenario.</p> <p>Parking: A total of 902 on-street parking spaces and 528 off-street parking spaces would be removed.</p> <p>Pedestrian and Bicycle Facilities: Impacts would be similar to those described for the LPA.</p>	<p>All Alternatives:</p> <p>CEQA: Significant (traffic, bicycle facilities). Parking is not considered a significant environmental impact under CEQA.</p> <p>NEPA: Adverse (traffic and bicycle facilities)</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Land Use (Section 4.1 of the FEIS/FEIR)					
Construction	<p>Division of an Established Community: Construction of the LRT and associated stations would require temporary sidewalk, lane, street closures, and traffic detours and designated truck routes. Street, lane, and sidewalk closures could reduce pedestrian and vehicle mobility between and within communities throughout the project study area during construction.</p> <p>Temporary lane and street closures are not expected to substantially divide or diminish access to existing communities or neighborhoods.</p> <p>Conflict with Local Land Use Plans: Construction activities would not conflict with applicable land use plans' or habitat conservation plans' environmental policies.</p> <p>Incompatibility with Adjacent or Surrounding Land Uses: Construction activities along the alignment could result in temporary nuisance impacts (e.g., noise, air quality impacts) on nearby land uses. Additionally, construction staging areas would be established near the project alignment and used for equipment and material storage.</p>	<p>Division of an Established Community: Impacts would be similar to those described for the LPA.</p> <p>Conflict with Local Land Use Plans: Construction activities would not conflict with applicable land use plans' or habitat conservation plans' environmental policies.</p> <p>Incompatibility with Adjacent or Surrounding Land Uses: Impacts would be similar to those described for the LPA.</p>	Impacts would be similar to those described for the LPA.	Impacts would be similar to or potentially greater than those that would occur under the LPA and Alternative 3 due to the more extensive construction activities that would be required to construct the subway portion of the Alternative 4 alignment.	<p>All Alternatives:</p> <p>CEQA: Less than significant</p> <p>NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Operation	<p>Division of an Established Community: This alternative would operate entirely within existing transportation corridors. Given that the alignment would be located along existing roadways and the fact that pedestrians and vehicles could still cross the alignment at specified locations throughout the corridor, this alternative would not divide an established community.</p> <p>Conflict with Local Land Use Plans: The LPA would be consistent with SCAG regional goals of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region. However, the LPA would result in significant adverse traffic impacts at 20 of 73 study intersections in the corridor (Future-with-Project scenario) due to a reduction in the number of mixed-flow travel lanes to accommodate the LRT. The localized traffic impacts under the LPA would conflict with the congestion reduction goals and policies of local plans. Additionally, while bicycle lanes along Van Nuys Boulevard would not be possible under this alternative, the ability for bicyclists to access areas in the project corridor would be retained, and the project would achieve other</p>	<p>Division of an Established Community: Impacts would be similar to the impacts described for LPA.</p> <p>Conflict with Local Land Use Plans: Impacts would be the same as the impacts described for LPA.</p> <p>Incompatibility with Adjacent or Surrounding Land Uses: Impacts would be similar to the impacts described for LPA.</p>	<p>Operational impacts would be similar to those that would occur under the LPA. However, Alternative 3 could result in significant adverse traffic impacts at 32 of 73 study intersections along the corridor due to a reduction in the number of mixed-flow travel lanes to accommodate a dedicated LRT/tram.</p>	<p>Operational impacts would be slightly less than the LPA or Alternative 3 due to the subway segment. Similar to the LPA, Alternative 4 would result in localized traffic impacts at 20 of 73 study intersections, which would conflict with congestion reduction goals in local plans. Other land use plan conflict impacts would be similar to those described for the LPA and Alternative 3.</p> <p>Incompatibility with Adjacent or Surrounding Land Uses: Impacts would be similar to those described for the LPA and Alternative 3, with the exception that incompatibility impacts would be minimized or avoided along the subway portion of the alignment.</p>	<p>All Alternatives: CEQA: Significant (conflict with local land use plans due to increased traffic congestion) NEPA: Adverse (conflict with local land use plans due to increased traffic congestion)</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>local planning goals of reducing reliance on the automobile and increasing transit ridership.</p> <p>Incompatibility with Adjacent or Surrounding Land Uses:</p> <p>While there would be some modifications to the project corridor (e.g., removal of traffic and bicycle lanes and changes in turning movements), the project corridor is an existing transportation route with ongoing bus transit service, and therefore, the LPA operations would generally be compatible with existing land uses. This alternative would require an overhead contact system to power the LRT vehicles, which would not conflict with adjacent and surrounding uses. Under this alternative, 14 stations would be in areas that are primarily commercial and residential. Stations would include aesthetic enhancements, such as landscaping, canopies, and artwork, which would be compatible with adjacent and surrounding land uses. The proposed MSF (MSF Option B) site is in a mainly industrial and commercial area. No residential properties are immediately adjacent to the site; therefore, the LPA would not be incompatible with local land uses. This alternative would also require TPSSs, which would be typically placed approximately every $\frac{3}{4}$ miles. To minimize or avoid land use incompatibility impacts to the</p>				

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	extent feasible, the majority of potential TPSS locations would be located near potential stations or the MSF.				
Real Estate and Acquisitions (Section 4.2 of the FEIS/FEIR)					
Construction	Construction of the LPA would require 68 full acquisitions, 30 partial acquisitions, one Metro-owned acquisition, and one acquisition of a vacant alley.	The IOS could require 83 acquisitions of properties, including 64 full acquisitions, 17 partial acquisitions, one Metro-owned property, and one acquisition of a vacant alley.	Construction of Alternative 3 would require 4 partial acquisitions and 62 full acquisitions of properties.	Construction of Alternative 4 would require 11 partial acquisitions and 93 full acquisitions of properties.	All Alternatives: CEQA: Less than significant NEPA: Not adverse
Operation	No operational impacts would occur.	No operational impacts would occur.	No operational impacts would occur.	No operational impacts would occur.	All Alternatives: CEQA: No impact NEPA: No effect
Economic and Fiscal Impacts (Section 4.3 of the FEIS/FEIR)					
Construction	The LPA could result in potential minor economic impacts on local businesses due to reduced visibility and diminished access resulting from sidewalk or lane closures, loss of on-street parking during construction, and permanent removal of on-street parking spaces. The LPA would require the acquisition of properties (34 full acquisitions, 30 partial acquisitions, one Metro-owned acquisition, and one acquisition of a vacant alley), which would result in the loss of an estimated \$2.98 million in property taxes and would affect 2,723 jobs. However, construction work would result in direct, indirect, and induced impacts that would generate an estimated 20,525 jobs.	Impacts would be the same as those described for the LPA.	Alternative 3 impacts would be similar to those described for the LPA. The acquisition of properties under Alternative 3 would result in the loss of \$460,000 in property taxes and 580 jobs. However, construction work would result in direct, indirect, and induced impacts that would generate new jobs.	Alternative 4 impacts would be similar to those described for the LPA. The acquisition of properties under Alternative 4 would result in the loss of \$940,000 in property taxes and 1,285 jobs. However, construction work result in direct, indirect, and induced impacts that would generate new jobs.	All Alternatives: CEQA: Less than significant NEPA: Not adverse

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Operation	Operational economic and fiscal impacts would be limited to the potential indirect impacts on local businesses that could occur where on-street parking would be removed to accommodate the LPA.	Impacts would be the same as those described for the LPA.	Impacts would be similar to those described for the LPA.	Impacts would be similar to those described for the LPA.	All Alternatives: CEQA: Less than significant NEPA: Not adverse
Communities and Neighborhoods (Section 4.4 of the FEIS/FEIR)					
Construction	<p>Mobility and Access Impacts: Construction of the LRT tracks and stations would require temporary sidewalk, lane, and possibly road closures, and removal of parking on Van Nuys Boulevard, which could reduce pedestrian, bicycle, vehicle mobility between communities and neighborhoods along the project corridor.</p> <p>Social and Economic Impacts: Construction activities that result in lane and/or road closures and the loss of on-street or off-street parking would decrease accessibility to businesses and could adversely affect business activity. Construction would require additional permanent right-of-way acquisitions and the displacement of businesses, which could result in changes to the local neighborhood character and social fabric of the community. The viability of businesses that choose to relocate may be adversely affected while customers become accustomed to accessing new locations. Additionally, these locations may be psychologically or socially disruptive to neighborhood residents or</p>	<p>Social and Economic Impacts: Impacts would be similar to those described for the LPA.</p> <p>Physical Impacts: Impacts would be similar to those described for the LPA.</p>	Impacts would be similar to those described for the LPA.	Alternative 4 would result in similar types of construction impacts to those described for the LPA; however, the impacts could be extensive and occur over a longer period of time because of the more extensive construction activities associated with the subway portion of the alignment.	<p>All Alternatives: CEQA: Significant (removal of bike lanes) NEPA: Adverse (removal of bike lanes; community effects due to business displacements)</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>visitors. The LPA, however, would not physically divide an established community.</p> <p>Physical Impacts: Construction activities would result in a number of physical impacts and intrusions, including noise, dust, odors, and traffic delays resulting from haul trucks and construction equipment located on public streets and staging areas. Visual impacts could occur due to temporary removal of vegetation from some areas and the presence of construction equipment and materials.</p> <p>During construction, motorists, pedestrians, and bicyclists would be exposed to additional safety hazards because of proximity to construction activities.</p>				
Operation	<p>Mobility and Access Impacts: Restrictions on motor vehicle movement (left turns) at unsignalized intersections and parking prohibition along Van Nuys Boulevard would present an inconvenience for vehicles traveling along the project corridor. The LPA would maintain pedestrian access to the project corridor, though existing 13-foot sidewalks would be narrowed to 10 feet in some locations and some pedestrian routes may be re-routed and would require additional walking distance because minor intersections would be permanently closed as part of project implementation.</p>	<p>Mobility and Access Impacts: Impacts would be similar to those described for the LPA.</p> <p>Social and Economic Impacts: Impacts would be similar to those described for the LPA but would result in reduced economic impacts because of fewer property acquisitions.</p> <p>Physical Impacts: Impacts would be similar to those described for the LPA but the IOS would not include the LPA segment along the railroad right-of-way and</p>	<p>Impacts would be similar to or slightly less than those described for the LPA because Alternative 3 would result in fewer property acquisitions.</p>	<p>Impacts would be similar or slightly greater than those described for the LPA due to greater number of property acquisitions, except for the subway segment of Alternative 4, which could avoid pedestrian access impacts and motor vehicle turn restrictions that could occur along this segment under the LPA and Alternative 3.</p>	<p>All Alternatives:</p> <p>CEQA: Significant (removal of bike lanes and visual impacts)</p> <p>NEPA: Adverse (removal of bike lanes, business displacements, and visual effects)</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>Under the LPA, the existing Class II bike lanes on Van Nuys Boulevard would be removed to make room for the LRT tracks and stations, which would conflict with the City's Bicycle Plan and Mobility Plan.</p> <p>Social and Economic Impacts: Some areas would require property acquisitions to accommodate the LRT facilities. Displacements could result in substantial changes to local neighborhood character and potentially the social fabric of the local community, because neighborhood residents and visitors may be accustomed to accessing businesses in their existing locations and the displacement of those businesses could be psychologically or socially disruptive, and could affect professional and social interactions. If relocation sites are available within proximity to the existing business sites, the disruptions to professional and social interactions may be temporary as residents become accustomed to accessing the displaced businesses at their new locations.</p> <p>Physical Impacts: The median fences, overhead contact system, and pedestrian bridge, in particular, would introduce additional vertical elements that could substantially change the existing visual character and quality in the immediate vicinity of these elements. The potential exists for conflicts or</p>	pedestrian bridge (or tunnel) at the Sylmar/San Fernando station and resulting potential visual impacts.			

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	collisions between LRT vehicles and motor vehicles or pedestrians. The removal of the Class II bike lanes along Van Nuys Boulevard and use of alternate routes by bicyclists could increase the potential for conflicts between motor vehicles and bicyclists.				
Visual Quality and Aesthetics (Section 4.5 of the FEIS/FEIR)					
Construction	Construction of the LPA could result in temporary visual impacts; construction areas would be visible to all viewer groups from areas within and adjacent to the project corridor, including residential and recreational areas. Construction activities in staging areas and at proposed stations may include the use of large equipment such as cranes and associated vehicles, including bulldozers, backhoes, graders, scrapers, and trucks, which could be visible from public streets, sidewalks, and adjacent properties. Viewers in the construction area may be affected by the presence of this equipment, as well as stockpiled construction-related materials. In addition, mature vegetation, including trees, would need to be temporarily or permanently removed from some areas.	Impacts would be the same as those that would occur along Van Nuys Boulevard due to the LPA, but the IOS would not result in the impacts that could occur under the LPA along the railroad right-of-way segment.	Impacts would be similar to those described for the LPA.	Impacts would be similar to those described for the LPA; however, construction of the subway segment has the potential to result in greater visual impacts due to the more extensive construction activities.	All Alternatives: CEQA: Significant NEPA: Adverse

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Operation	<p>Scenic Vistas: Adverse effects may occur due to new vertical features in the landscape, particularly the overhead contact system.</p> <p>Scenic Resources: Existing scenic resources could be affected due to removal of some existing landscaping and street trees, including rows of palm trees along Van Nuys Boulevard.</p> <p>Visual Character and Quality: Visual character and quality would be affected by the presence of the LRT cars and new stations; however, views in the corridor as a whole would not be substantially affected. The MSF would have a similar industrial appearance to replaced buildings and thus would not have a substantial adverse effect on visual character and quality, though the TPSSs may slightly disrupt visual unity along the corridor.</p> <p>Lighting, Glare, and Shading: Lighting, glare, and shading would not change substantially except in residential areas where elements of the LPA could increase nighttime lighting.</p>	<p>Scenic Vistas: Impacts would be similar to those described for the LPA.</p> <p>Scenic Resources: Impacts would be similar to those described for the LPA.</p> <p>Visual Character and Quality: Impacts would be similar to those described for the LPA.</p> <p>Lighting, Glare, and Shading: Impacts would be similar to those described for the LPA.</p>	Impacts would be similar to those described for the LPA.	Impacts would be similar to those described for the LPA; however, the subway segment of Alternative 4 would not include the visual elements of the LPA, i.e., OCS, that could result in adverse visual effects.	<p>All Alternatives:</p> <p>CEQA: Significant</p> <p>NEPA: Adverse</p>
Air Quality					
Construction	Construction of the LPA would result in the short-term generation of criteria pollutant emissions. Regional emissions for ROG and oxides of nitrogen (NOx) are expected to exceed the South Coast	Impacts would be the similar to those described for the LPA, but the IOS would not include the railroad right-of-way segment of the LPA; therefore, construction air	Construction of Alternative 3 would result in the short-term generation of criteria pollutant emissions. Regional emissions for ROG and oxides of nitrogen	Construction of Alternative 4 would result in the short-term generation of criteria pollutant emissions. Regional emissions for	<p>All Alternatives:</p> <p>CEQA: Significant</p> <p>NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>Air Quality Management District (SCAQMD) regional emissions thresholds. Localized NO_x, PM₁₀, and PM_{2.5} emissions during construction would exceed local thresholds.</p> <p>The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate matter (DPM) emissions associated with operation of heavy construction equipment.</p>	<p>quality impacts would affect a smaller area than the LPA.</p>	<p>(NO_x) are expected to exceed the South Coast Air Quality Management District (SCAQMD) regional emissions thresholds. Localized NO_x, PM₁₀, and PM_{2.5} emissions during construction would exceed local thresholds.</p> <p>The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate matter (DPM) emissions associated with operation of heavy construction equipment.</p>	<p>ROG and oxides of nitrogen (NO_x) are expected to exceed the South Coast Air Quality Management District (SCAQMD) regional emissions thresholds. Localized NO_x, PM₁₀, and PM_{2.5} emissions during construction would exceed local thresholds.</p> <p>The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate matter (DPM) emissions associated with operation of heavy construction equipment.</p>	
Operation	<p>Operation of the LPA would result in reductions in regional criteria pollutant emissions relative to the No- Build Alternative, and emissions would not exceed SCAQMD thresholds.</p> <p>Based on the LPA's lower intersection approach volumes, idle emissions, and grams/mile emissions relative to the 2003 AQMP attainment demonstration, there would be no potential for the LPA carbon monoxide (CO) emissions at any intersection to result in an exceedance of either the</p>	<p>Operational impacts under the IOS would be similar to those identified under the LPA, with the exception that the IOS would have lower ridership due to the shorter alignment. The reduced ridership would mean that some individuals would take other modes of transportation, and a portion of these individuals would use passenger vehicles. As such, VMT and associated emissions would be higher under the IOS than under the LPA. However,</p>	<p>Under Alternative 3, both ROG and NO_x emissions are anticipated to exceed SCAQMD significance criteria under the Future (year 2040)-with-Project scenario. All remaining criteria pollutant emissions under Alternative 3 would not exceed SCAQMD significance thresholds. No emissions thresholds would be exceeded in the 2012 (Existing with Project) scenario.</p>	<p>Regional criteria pollutant emissions under Alternative 4 would not exceed SCAQMD significance thresholds.</p>	<p>All Alternatives: CEQA: Less than significant NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) for CO.</p> <p>Operation of the LPA would not generate new air quality violations, worsen existing violations, or delay attainment of national Ambient Air Quality Standards (AAQS) for PM_{2.5} and PM₁₀. The LPA would also not result in a material change in regional MSAT pollutant emissions, when compared to the No-Build Alternative.</p>	<p>given that the IOS would introduce a new LRT service where none exists at present, project-related air pollutant emissions are anticipated to be lower than under the No-Build Alternative. For reasons similar to those identified for the LPA, the IOS is not expected to result in exceedances of SCAQMD thresholds, generation of CO or PM hot-spots, or generation of substantial MSAT/TAC emissions.</p>	<p>Although the SCAQMD regional operational emissions thresholds would be exceeded under the Future (Year 2040)-with-Project scenario, SCAQMD's operational emissions significance thresholds are based on emissions from stationary sources. Because the primary source of operational emissions would be mobile sources (due to changes in auto circulation patterns), the SCAQMD thresholds are provided for informational purposes only. The proposed project's requirement to demonstrate transportation conformity ensures that project emissions are accounted for in the SIP, which demonstrated attainment of the federal ozone standard. As such, ozone precursor emissions of ROG and NO_x would be less than significant. Overall operational emissions under Alternative 3 would be less than significant under CEQA and would not be adverse under NEPA.</p>		

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Greenhouse Gas Emissions (Section 4.7 of the FEIS/FEIR)					
Construction	LPA construction activities would result in the emission of approximately 5,877 metric tons of CO ₂ e. Consistent with SCAQMD-recommended methodology, construction-period emissions were amortized over a 30-year period, resulting in an annual equivalent of approximately 196 metric tons of CO ₂ e.	IOS construction activities would result in an estimated 3,740 metric tons of CO ₂ e emissions.	Alternative 3 construction activities would result in the emission of approximately 4,025 metric tons of CO ₂ e over the course of the construction period, or approximately 134 metric tons per year amortized over a 30-year period.	Alternative 4 construction activities would result in the emission of approximately 19,900 metric tons of CO ₂ e over the course of the construction period, or approximately 633 metric tons per year amortized over a 30-year period.	Since impact determinations consider the combined effect of construction and operational GHG emissions, please see the impact determinations below for Operation.
Operation	Traffic operations under the LPA would result in an annual emissions reduction of approximately 25,380 metric tons of CO ₂ e compared with the future (2040) baseline condition vehicle emissions, a decrease of 0.05% in regional GHG emissions from vehicles. Operation of the MSF would be responsible for an additional 1,416 metric tons of CO ₂ e emitted annually. LRT vehicle propulsion and station operation would result in the emission of 12,904 metric tons of CO ₂ e per year. Construction and operation of the LPA combined would result in a reduction of 10,878 metric tons of CO ₂ e, which is equivalent to a 0.02% reduction compared to the 2040 No-Build baseline.	Traffic operations under the IOS would result in an annual emissions reduction of approximately 20,751 metric tons of CO ₂ e, a decrease of 0.04%. Including the amortized construction emissions and operation of facilities and vehicles, implementation of the IOS would result in an approximately 9,800-MT decrease (0.02%) in study area GHG emissions compared to the 2040 No-Build baseline.	Traffic operations under Alternative 3 would result in the annual emission of approximately 44,019 metric tons of CO ₂ e above future (2040) baseline vehicle emissions, an increase of 0.072%. Construction and operation of the LPA combined would result in an increase of 58,473 metric tons of CO ₂ e, a 0.096% increase compared to the 2040 No-Build baseline.	Traffic operations under Alternative 4 would result in the annual emission of approximately 28,998 MT of CO ₂ e above future (2040) baseline vehicle emissions, a decrease of 0.05%. Construction and operation of the LPA combined would result in a reduction of 14,015 metric tons of CO ₂ e, a 0.023% decrease compared to the 2040 No-Build baseline.	LPA, IOS, and Alternative 4: CEQA: Less than significant/ Beneficial NEPA: Not adverse/ Beneficial Alternative 3 (DEIS/DEIR): CEQA: Significant NEPA: Not adverse

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Noise and Vibration (Section 4.8 of the FEIS/FEIR)					
Construction	<p>Noise and Vibration: Construction of the LPA would result in a predicted noise level from a typical 8-hour work-shift of 87 dBA (8-hour L_{eq}) at 50 feet, which is about 15 to 20 decibels higher than the ambient noise level.</p> <p>Construction activities, such as pavement breaking and the use of tracked vehicles such as bulldozers could result in noticeable levels of ground-borne vibration. These activities would be limited in duration and vibration levels are likely to be well below thresholds for minor cosmetic building damage. However, the predicted vibration levels for equipment that produces the highest levels of vibration, such as a vibratory roller, is about equal to the construction vibration NEPA and CEQA significance threshold for non-engineered and timber masonry buildings at a distance of 25 feet.</p>	<p>Noise and Vibration: Construction of the IOS would result in noise and vibration levels similar to those for the LPA along the Van Nuys Boulevard segment. The IOS would not include the northern 2.5-mile segment of the LPA and consequently would not result in any noise or vibration impacts along that segment.</p>	<p>Noise and Vibration: Construction of Alternative 3 would result in noise and vibration impacts that are similar to those that would occur under the LPA.</p>	<p>Noise: Impacts resulting from the construction of Alternative 4 would be similar to those that would occur under the LPA and Alternative 3, with the exception being that Alternative 4 includes tunneling. Noise impacts from tunnel boring machines are expected to be less-than-significant, because operations take place underground.</p> <p>Vibration: Ground-borne noise and vibration impacts associated with tunneling are likely to be less than significant because tunneling would only take place within the right-of-way. However, an assessment of tunneling operations should be including in the Construction Vibration Control Plan because ground-borne noise and vibration levels from tunneling are highly dependent on the means and methods selected by the contractor.</p>	<p>All Alternatives: CEQA: Significant (noise only) NEPA: Adverse (noise only)</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Operation	<p>Noise and Vibration: The predicted noise levels due to operation of LRT vehicles would exceed the NEPA and CEQA significance thresholds at eight clusters of residences.</p> <p>Moderate noise impacts are predicted at an additional 67 clusters of sensitive receivers.</p> <p>The predicted vibration levels would exceed the NEPA and CEQA significance threshold at 24 clusters of residential receivers and two institutional land use areas.</p> <p>Traditional crossovers can increase vibration levels by up to 10 dB at nearby receivers. Due to the close proximity of receivers to the alignment, predicted vibration levels assume the use of low-impact devices such as spring or conformal frogs, which increase vibration levels less dramatically, by around 5 dB. Without the low-impact frogs, impacts are predicted at 6 additional residential and 2 additional institutional locations.</p>	<p>Noise: Impacts would be the same as those described for the LPA along Van Nuys Boulevard.</p> <p>Vibration: Impacts would be the same as those described for the LPA along Van Nuys Boulevard.</p>	<p>Noise and Vibration: The predicted noise levels due to operation of LRT vehicles would exceed the NEPA and CEQA significance thresholds at three clusters of residences.</p> <p>Moderate noise impacts are predicted at an additional 30 clusters of sensitive receivers.</p> <p>The predicted vibration levels would exceed the NEPA and CEQA significance threshold at 17 clusters of sensitive residential receivers and one institutional land use.</p>	<p>Noise and Vibration: The predicted noise levels due to operation of LRT vehicles would exceed the NEPA and CEQA significance thresholds at two clusters of residences.</p> <p>Moderate noise impacts are predicted at an additional 59 clusters of sensitive receivers.</p> <p>The predicted vibration levels would exceed the NEPA and CEQA significance threshold at 21 clusters of sensitive residential receivers and one institutional land use.</p> <p>Impacts from ground-borne noise could occur at four clusters of residential uses six institutional uses near the tunnel section of Alternative 4.</p>	<p>All Alternatives:</p> <p>CEQA: Less than significant</p> <p>NEPA: Not adverse</p>
Geology, Soils and Seismicity (Section 4.9 of the FEIS/FEIR)					
Construction	<p>Potential impacts due to construction of the LRT would be the same as those that would occur as result of a typical construction project and could include damage to existing utilities and undermining of existing structures and potential geologic/soils hazards to construction workers. Compliance</p>	<p>Impacts would be the same as those described for the LPA along Van Nuys Boulevard.</p>	<p>Alternative 3 construction impacts would be similar to those that would occur under the LPA.</p>	<p>Alternative 4 impacts would be similar to those that would occur under the LPA and Alternative 3, except that under this alternative, the tunneling and deep excavations during</p>	<p>All Alternatives</p> <p>CEQA: Less than significant</p> <p>NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	with best construction practices and adherence to regulatory requirements would reduce potential risks to existing structures, the public, and construction workers.			construction could cause vertical and lateral movement of the existing soils adjacent to the improvements. Alternative 4 could also be affected by groundwater hazards during construction due to the depth of excavation.	
Operation	On the north end of the alignment, the proposed pedestrian bridge or underpass for the Sylmar/San Fernando Metrolink station is within an Alquist-Priolo Geologic Hazards Zone. In addition, the Pacoima Wash Bridge on San Fernando Road is in a City of Los Angeles Fault Rupture Study Area. If further studies indicate that there is a potential for fault rupture at the proposed Sylmar/San Fernando Metrolink station pedestrian crossing and/or the Pacoima Wash Bridge on San Fernando Road, the fault rupture hazards to these project facilities could be significant. Other project structures along the alignment including the Pacoima Channel Bridge, traffic and pedestrian signs, and train stop canopies would be subject to strong seismic ground shaking and could pose a hazard to riders and passers-by. In addition, the proposed catenary wires, traffic and pedestrian signs, and train stop	IOS impacts would be similar to those described those for the LPA, but the IOS would not include the northern 2.5-mile segment of the LPA and thus would not be exposed to the hazards that could affect the pedestrian bridge or tunnel at the Sylmar/San Fernando Metrolink station and the Pacoima Wash Bridge. Similar to the LPA, the IOS would be constructed in accordance with codes and regulatory requirements.	Alternative 3 operational impacts would be similar to those that would occur under the LPA.	The operational impacts of Alternative 4 would be similar those that would occur under the LPA and Alternative 3, with the exception of the tunnel segment. Because of the presence of alluvial soils, the tunnel segment of the alignment could be susceptible to seismic-induced settlement and ground loss, a potentially significant hazard.	All Alternatives CEQA: Less than significant NEPA: Not adverse

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>canopies south of Vanowen Street would be subject to potential liquefaction hazards. The catenary wires would move during a seismic event and the system, like other light rail systems currently operated by Metro, would need to be inspected prior to continuing service.</p> <p>Since the project would be designed in compliance with current building codes and regulatory requirements, the impacts/effects during operation of the LPA would be less than significant under CEQA and not adverse under NEPA.</p>				
Hazardous Waste and Materials (Section 4.10 of the FEIS/FEIR)					
Construction	<p>Hazardous materials could be encountered during grading and excavation, though work would generally be limited to within the upper 5 feet of soil. It is likely that lead and arsenic may have been deposited within the soil along the project alignment and could occur at hazardous levels. Yellow thermoplastic paint markings on roadway pavement to be removed may contain lead and other heavy metals such as chromium. Dust created from construction activities may contain hazardous contaminants.</p> <p>Construction equipment contains fuel, hydraulic oil, lubricants, and other hazardous materials, which could be released accidentally.</p> <p>Deeper construction excavations for</p>	<p>Impacts from the IOS would be the same as those that would occur due to the LPA along the Van Nuys Boulevard segment. However, the IOS would not include the northern 2.5-mile segment of the LPA, and as a consequence, the IOS would result in no impacts along that segment.</p>	<p>Alternative 3 construction impacts would be similar to those that could occur under the LPA.</p>	<p>Construction for at-grade portions of the project would result in similar impacts to Alternative 3 or LPA, with the exception of the subway/tunnel segment of Alternative 4. The cut and cover/tunneling portion of this alternative would consist of excavations as deep as 80 feet, with piles extending deeper. The tunnel would cross beneath former and current manufacturing and industrial sites that may contain soils containing hydrocarbons, VOCs,</p>	<p>All Alternatives: CEQA: Less than significant NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	the retrofit or replacement of structures crossing the Pacoima Wash or the foundations for the new pedestrian crossing at the San Fernando Metrolink Station could result in the potential for encountering groundwater contaminated by volatile organic compounds (VOCs). Lead-based paint (LBP) and asbestos containing material (ACM) may be encountered in waste building materials during demolition of existing structures for the MSF and TPSSs facilities.			and other hazardous waste constituents. The southern end of the proposed tunnel would potentially be located below historically high groundwater levels, which may be contaminated with hazardous materials.	
Operation	The MSF will use and store hazardous materials including fuels, lubricants, and paints, for maintenance of the rail vehicles. The LRT vehicles would be electrically powered and would not contain fuels that could be released to the environment in the event of an accident or mechanical failure.	Impacts would be similar to those described for the LPA.	The operational impacts of Alternative 3 would be similar to those of the LPA.	Alternative 4 would result in operational impacts similar to those of the LPA and Alternative 3. However, the tunnel and below grade stations proposed under this alternative have the potential for vapor intrusion from soil and groundwater contamination.	All Alternatives: CEQA: Less than significant NEPA: Not adverse
Energy (Section 4.11 of the FEIS/FEIR)					
Construction	Diesel fuel for construction vehicles and equipment would be the primary source of energy used throughout the course of the construction period. In total, the 4.5- to 5-year construction period would result in the consumption of approximately 61,809 MMBTU of energy. Although an estimated 445,000 gallons of fuel would be consumed by construction vehicles	Construction of the IOS would result in the consumption of approximately 48,387 MMBTU of energy.	Construction of Alternative 3 would result in impacts similar to those for the LPA and would result in the consumption of 55,000 MMBTU and 400,000 gallons of fuel.	Alternative 4 would result in the consumption of 273,600 MMBTU and 1.975 million gallons of fuel.	All Alternatives: CEQA: Less than significant NEPA: Not adverse

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	and equipment, the estimated consumption would be limited to the construction period, would be temporary in nature, and would represent a negligible increase in regional demand, and an insignificant amount relative to the more than 18 billion gallons of on-road fuels used in the state in 2013 (California Energy Commission 2014b). Given the extensive network of fueling stations throughout the project vicinity and the fact that construction would be short-term, no new or expanded sources of energy or infrastructure would be required to meet the energy demands due to LPA construction activities. Additionally, construction activities would comply with the Metro Green Construction Policy and all construction equipment would be maintained in accordance with manufacturers' specifications so equipment performance would not be compromised.				
Operation	Operation of the LPA would result in the consumption of both fuels and electricity. Overall operational energy consumption under the LPA would decrease by 48,657 MMBTU or 0.005% relative to the existing (2012) baseline. Under the Future (2040)-with-Project scenario, energy consumption would decrease by 281,621 MMBTU or 0.039% relative to the future (Year 2040) baseline condition. Operation of the LPA	Overall operational energy consumption under the IOS would decrease by 51,686 MMBTU or 0.006% relative to the existing (2012) baseline. Under the Future (2040)-with-Project scenario, energy consumption would decrease by 234,831 MMBTU or 0.032% relative to the future (Year 2040) baseline condition. Operation of the	Overall operational energy consumption under Alternative 3 would increase relative to existing (2012) baseline conditions by 49,674 MMBTU or 0.005%. Under the Future-with-Project scenario, operational energy consumption would increase by 626,734 MMBTU compared to year	Overall operational energy consumption under Alternative 4 would decrease relative to future (Year 2040) baseline conditions by 291,752 MMBTU or 0.037%. Similar to the LPA and Alternative 3, Alternative 4 would not result in the wasteful, inefficient, or	All Alternatives: CEQA: Less than significant NEPA: Not adverse

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	would not result in the wasteful, inefficient, or unnecessary consumption of energy.	IOS would not result in the wasteful, inefficient, or unnecessary consumption of energy.	2040 baseline conditions. However, similar to the LPA, Alternative 3 would not result in the wasteful, inefficient, or unnecessary consumption of energy.	unnecessary consumption of energy.	
Ecosystems/Biological Resources (Section 4.12 of the FEIS/FEIR)					
Construction	<p>Special-Status Plants and Animals: There is a potential for pallid bat, western yellow bat, and big free-tailed bat to occur in the study area. Construction activities could affect nesting birds or roosting bats if construction activities remove vegetation where nesting birds are present or affect structures or vegetation used by special-status bat species.</p> <p>Conflict with Local Policies: Construction could require the removal of trees protected by the City of LA and/or San Fernando tree ordinances. Removal of protected trees would conflict with the city ordinances.</p>	Impacts would be similar to those discussed for the LPA, with the exception that no impacts would occur along the northern 2.5-mile segment of the LPA.	Construction impacts under Alternative 3 would be similar to those that would occur under the LPA.	Construction impacts under Alternative 4 would be similar to those that would occur under the LPA and Alternative 3.	<p>All Alternatives: CEQA: Less than significant NEPA: Not adverse</p>
Operation	Installation of the overhead contact system lines for the LRT would potentially have an impact on avian species by increasing line collisions and electrocution risks. However, the project is planned within an existing urban area, and wildlife species in the area are urban-tolerant.	Impacts would be the same as those discussed for the LPA.	The operational impacts of Alternative 3 would be similar to those that would occur under the LPA.	The operational impacts of Alternative 3 would be similar to or slightly less (due to the subway segment) than those that would occur under the LPA and Alternative 3.	<p>All Alternatives: CEQA: Less than significant NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Water Resources/Hydrology and Water Quality (Section 4.13 of the FEIS/FEIR)					
Construction	<p>Water Quality: Construction of the LPA could result in an increase in surface water pollutants such as sediment, oil and grease, and miscellaneous wastes. Because construction activities would disturb more than 1 acre, preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) would be required, in accordance with the statewide National Pollutant Discharge Elimination System General Permit for Stormwater Discharges Associated with Construction Activity (Order No. 2009-0009-DWA, NPDES No. CAR000002) (Construction General Permit). The SWPPP would list BMPs that would be implemented to protect stormwater runoff and include monitoring of BMP effectiveness.</p> <p>Stormwater and Drainage: Use of groundwater would be minimal and temporary. Construction activities could result in increased erosion. Temporary drainage facilities could be required to redirect runoff from work areas. Construction of the LPA would not require the use of substantial volumes of surface water. In addition, construction activities would not substantially change the overall impervious area, nor would construction substantially change stormwater flows that could affect either the volume or movement of water in surface water bodies.</p>	Construction of the IOS would result in similar or slightly reduced impacts (because of shorter length and smaller project footprint) than those described for the LPA.	Alternative 3 construction impacts would be similar to those that would occur under the LPA.	<p>Alternative 4 would result in similar impacts to those that would occur under the LPA and Alternative 3, with the exception of impacts on groundwater supplies and recharge, as described below.</p> <p>Groundwater: Dewatering would likely be required for the underground stations and could potentially be required for utility relocation or replacement depending on local groundwater levels. Adherence to dewatering requirements of the Los Angeles RWQCB, and minimal water use during construction would ensure that impacts on groundwater would be less than significant under CEQA and the effects would not be adverse under NEPA.</p>	<p>All Alternatives: CEQA: Less than significant NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Operation	<p>The LPA would result in very minor increases in impervious surfaces, which would have a minimal effect on groundwater supplies and recharge.</p> <p>Activities associated with operation of the MSF—including fueling, cleaning, and repairing—have the potential to degrade water quality. Water consumption due to the MSF is not expected to result in an appreciable reduction in local water supplies.</p> <p>Drainage patterns would not be substantially altered with implementation of the LPA, and the flood zones, which are confined to existing drainage channels, would not be adversely affected by LPA operations.</p> <p>Most of the project alignment is within a dam failure inundation zone associated with the Sepulveda and Hansen Flood Control Basins (and associated dams). LPA facilities could be affected in the event of dam failure. However, the LPA would not increase the risk of dam failure.</p>	Impact for the IOS would be similar to those described for the LPA.	Operational impacts due to Alternative 3 would be similar to those that could occur under the LPA.	Operational impacts of Alternative 4 would be similar to those that could occur under the LPA and Alternative 3. However, there is a potential for flooding at the underground stations proposed under Alternative 4.	<p>All Alternatives:</p> <p>CEQA: Less than significant</p> <p>NEPA: Not adverse</p>
Safety and Security (Section 4.14 of the FEIS/FEIR)					
Construction	Construction of the LPA may have temporary adverse effects on public safety and security within the project study area. During construction, motorists, pedestrians, and bicyclists in close proximity to construction activities would	Impacts for the IOS would be similar to or less than those described for the LPA due to the IOS's shorter length and smaller project footprint.	Alternative 3 construction impacts would be similar to those that could occur under the LPA.	Alternative 4 construction impacts would be similar to those that could occur under the LPA and Alternative 3, though increased safety hazards	<p>All Alternatives:</p> <p>CEQA: Less than significant</p> <p>NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>experience circulation impacts and could be exposed to hazards posed by construction activities and equipment. Construction activities could also result in lane closures, traffic detours, and designated truck routes, which could adversely affect emergency vehicle response time. The potential for significant safety and security impacts would be minimized by compliance with Occupational Safety and Health Administration (OSHA), California Occupational Safety and Health Administration (Cal/OSHA), and Metro safety and security programs, which are designed to reduce potential adverse effects during construction.</p> <p>Incidents of crime adjacent to the project alignment would most likely not substantially increase during construction. Incidents of property crime could occur at construction sites (e.g., theft of construction machinery and materials), but they would be minimized through implementation of standard site security practices by contractors.</p>			could occur along the subway segment of Alternative 4, particularly if cut-and-cover construction methods are used and due to the longer construction duration.	
Operation	<p>Pedestrian, Vehicle, and Bicycle Safety: The removal of bike lanes would increase the potential for conflicts between bicyclists and motor vehicles, reducing safety, which would be a potentially adverse effect and significant impact. Sidewalks along Van Nuys Boulevard, which are</p>	Impacts would be similar to those described for the LPA.	Impacts would be similar to those that would occur under the LPA.	Impacts would be similar to those that would occur under the LPA and Alternative 3.	<p>All Alternatives:</p> <p>CEQA: Significant (removal of bike lanes resulting in increased potential for conflicts between bicyclists and motor vehicles; increased delay for</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>approximately 13 feet wide, would be narrowed to 10 feet, potentially increasing crowding, particularly in the vicinity of stations or stops.</p> <p>Security: The LPA is not expected to result in a substantial increase in crime. The removal of mixed-flow lanes would result in additional roadway congestion due to the decreased roadway capacity, which could adversely affect emergency vehicle response times and access or evacuation plans in the event of an emergency. The proposed motor vehicle turn restrictions could also result, in some instances, in emergency vehicles taking a slightly more circuitous route and therefore requiring more time to respond to emergencies.</p>				<p>emergency responders due to increased congestion)</p> <p>NEPA: Adverse</p>
Parklands and Community Facilities (Section 3.15 of the FEIS/FEIR)					
Construction	<p>The LPA would not require the physical acquisition, displacement, or relocation of parklands and community facilities. However, construction activities could result in a range of impacts on nearby parklands and community facilities including air quality, noise, visual, and traffic impacts.</p>	<p>Impacts would be similar to those impacts that could occur to parks along Van Nuys Boulevard under the LPA; however, the IOS would not result in impacts on parks and community facilities along the Metro-owned railroad right-of-way because it does not include that segment of the LPA.</p>	<p>Alternative 3 construction impacts would be similar to those that would occur under the LPA.</p>	<p>Alternative 4 would result in similar or potentially greater construction impacts than the LPA or Alternative 3, particularly in the vicinity of the subway segment if cut-and-cover construction methods are used or in the vicinity of the tunnel portals.</p>	<p>All Alternatives: CEQA: Less than significant NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Operation	<p>No right-of-way acquisitions would be required, and this alternative would not result in the physical acquisition, displacement, or relocation of parklands and community facilities.</p> <p>Operation of the LRT could result in increased noise at parklands and community facilities.</p> <p>Implementation of the LPA would introduce new vertical elements (e.g., OCS) that could result in substantial changes to the aesthetic character in areas along the corridor containing recreational areas or parklands.</p> <p>The LPA would result in increased congestion and significant impacts at a number of study intersections along the corridor due to the reduction in mixed-flow lanes, which could have an adverse effect on emergency access.</p>	<p>Impacts due to the IOS would be similar to those described for the LPA. However, the IOS would not result in any operational impacts on parks and community facilities along the railroad right-of-way because it would not include the northern 2.5-mile segment of the LPA.</p>	<p>Alternative 3 operational impacts would be similar to those that could occur under the LPA.</p>	<p>The operational impacts of Alternative 4 would be similar to those that could occur under the LPA or Alternative 3, except the operational noise and traffic impacts would be less because the subway portion (south of Sherman Way to Parthenia Street) of the Alternative 4 alignment would avoid the at-grade impacts of the LPA and Alternative 3 for that section of the alignment.</p>	<p>All Alternatives: CEQA: Significant (emergency vehicle access; visual impacts) NEPA: Adverse (emergency vehicle access; visual impacts)</p>
Historic, Archaeological, and Paleontological Resources (Section 4.16 of the FEIS/FEIR)					
Historic Resources - Construction	<p>Under the LPA, there are four historic properties that have a potential to be affected by the construction of the proposed LRT structures or stations. None of the buildings within the APE appear to be Building Category IV, such as an adobe building, so the lowest possible threshold of vibration damage would be 0.2 in/sec PPV. The highest predicted level of vibration for a station is the use of a vibratory roller at 0.21 in/sec PPV from a distance of 25 feet.</p>	<p>Impacts from the IOS would be similar to those described for the LPA.</p>	<p>Impacts would be similar to those that would occur under the LPA.</p>	<p>Impacts would be similar to those that would occur under the LPA and Alternative 3. Pile drivers could be used in the construction of underground stations, which could produce vibration levels that could affect one historic property. However, the property is located far enough away that equipment</p>	<p>All Alternatives: CEQA: Less than significant NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<ul style="list-style-type: none"> • 130 N. Brand Boulevard– Approximately 600 feet from proposed Maclay Station • 6353 Van Nuys Boulevard – Approximately 75 feet from proposed Victory Station • 8324 Van Nuys Boulevard – Approximately 40 feet from proposed Roscoe Station • 9110 Van Nuys Boulevard – Approximately 40 feet from proposed Nordhoff Station <p>Because the four properties above are more than 25 feet away from the proposed construction areas, equipment used for the construction of a station would not exceed the predicted FTA damage risk vibration limits.</p> <p>There are no historic properties that have the potential to be affected by construction of the MSF. In addition, construction of the LPA would not result in alterations to or demolition of any historic properties. Therefore, the LPA would not result in adverse effects on any historic properties during construction.</p>			used would not exceed the FTA damage risk vibration limits.	
Historic Resources – Operation	The operational effects that could occur to historic properties under the LPA would include potential visual effects due to OCS, TPSS, and MSF facilities. There are 10 historic properties within the APE. There is the potential for operational effects due to the	The impacts associated with the IOS would be similar to those described for the LPA.	Impacts would be similar to those that could occur under the LPA.	Impacts would be similar to those that could occur under the LPA and Alternative 3.	All Alternatives: CEQA: Less than significant NEPA: Not adverse

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	introduction of new visual elements on seven of the 10 properties. However, no significant or adverse visual impacts would occur.				
Archaeological Resources – Construction	<p>The LPA would generally involve shallow excavation, with some exceptions, to construct LRT tracks, OCS, stations, narrow sidewalks, and other project facilities. Archaeological sites 19-001124 and 19-002681 are within and adjacent to the footprint of the LPA. Even though neither resource is considered eligible for the National Register of Historic Places, California Register of Historical Resources, or a historical resource under CEQA, the immediate resource areas are still considered sensitive for containing previously undiscovered archaeological resources.</p> <p>The LPA has a low potential to adversely affect other archaeological resources that may be present but have not been previously identified within the project footprint. However, since construction would involve earth-disturbing activities, it is still possible that archaeological resources or human remains may be discovered and damaged or destroyed during construction.</p>	Due to the fact that the IOS project limits do not include the archaeological sites described for the LPA, it would not have impacts on known archeological resources. Similar to the LPA, the IOS has low potential to adversely affect other archaeological resources that may be present but have not been previously identified within the project footprint.	The two identified archaeological sites are not located within the footprint of Alternative 3 and therefore would not be affected by construction activities. Other impacts would be similar to those that would occur under the LPA.	Alternative 4 would result in similar or potentially greater impacts to the LPA due to the more extensive excavations required to construct the subway segment, which has a moderate potential for ground-disturbing activities to expose and affect previously unknown significant archaeological resources.	<p>All Alternatives: CEQA: Less than significant NEPA: Not adverse</p>
Archaeological Resources – Operation	The LPA would result in no operational impacts or effects on archaeological resources.	The IOS would result in no operational impacts or effects on archaeological resources.	Operation of Alternative 3 would result in no impacts or effects on archaeological resources.	Alternative 4 would result in no operational impacts or effects on archaeological resources.	<p>All Alternatives: CEQA: No impact NEPA: No effect</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
Paleontological Resources – Construction	The LPA would involve construction within the Quaternary alluvium. Shallow excavations would not affect paleontological resources, since the affected resources are too young to contain fossils. However, deeper excavations have the potential to affect paleontologically sensitive Quaternary older alluvium, which is known to contain Pleistocene fossils between depths of 14 and 100 feet in the San Fernando Valley.	Impacts as a result of the IOS would be similar to or slightly less than those described for the LPA due to the IOS having a smaller project footprint.	Impacts would be similar to those that could occur under the LPA.	Impacts would be similar or potentially greater than those that would occur under the LPA or Alternative 3 due to the greater excavation and depth of excavation that would be required to construct the subway tunnel.	All Alternatives: CEQA: Less than significant NEPA: Not adverse
Paleontological Resources – Operation	Operation of the LPA would result in no impacts or effects on paleontological resources.	Operation of the IOS would result in no impacts or effects on paleontological resources.	Operation of Alternative 3 would result in no impacts or effects on paleontological resources.	Alternative 4 would result in no operational impacts or effects on paleontological resources.	All Alternatives: CEQA: No impact NEPA: No effect
Environmental Justice (Section 4.18 of the FEIS/FEIR)					
Construction	Mobility and Access Impacts: Construction of LRT stations and the transit alignment would require temporary sidewalk, lane, and road closures, and the removal of parking. These closures could reduce pedestrian, bicycle, and vehicle access to areas along the project corridor. These temporary effects are anticipated to affect all communities within the project study area and communities adjacent to the project study area comparably. Social and Economic Impacts: Construction activities would likely result in a decrease in accessibility to many businesses and could	Impacts to environmental justice populations would be similar to those identified for the LPA. However, the IOS would require fewer property acquisitions.	Impacts would be similar to those that could occur under the LPA.	Impacts would be similar to or potentially greater than those that could occur under the LPA and Alternative 3, because of the more extensive construction required to construct the subway segment of Alternative 4. However, similar to the other alternatives, Alternative 4 impacts would affect all environmental justice populations comparably.	All Alternatives: NEPA: No disproportionately high and adverse effects on environmental justice populations would occur

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>reduce on-street and off-street parking, which may negatively affect business activity levels because the number of customers may temporarily decline. Construction activities would take place throughout the project corridor, and the temporary decrease in accessibility would affect all businesses comparably.</p> <p>Physical Impacts: Construction activities could result in noise, dust, odors, and traffic delays. Local neighborhoods, businesses, and community facilities may be inconvenienced temporarily, and community activities could be disrupted by construction. Construction of the LPA may also result in several visual impacts and temporary effects on public safety and security within the project study area.</p> <p>Because the project would comply with regulatory requirements and measures would be implemented to mitigate construction impacts, and because the potential effects are anticipated to affect all communities within the project study area comparably, regardless of the block groups' socioeconomic or demographic characteristics, the LPA would not result in disproportionately high and adverse effects on minority or low-income populations with respect to construction.</p>				

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>Displacement of Businesses, Housing, and People: The LPA would require 68 full acquisitions, 30 partial acquisitions, one Metro-owned acquisition, and one acquisition of a vacant alley. The majority of the acquisitions would be from light manufacturing and commercial properties. These businesses are located in low-income and/or minority neighborhoods, and therefore, the displacement impacts of the LPA would be predominantly borne by an environmental justice population. However, all communities within the project study area would be affected, and the impacts suffered by the environmental justice populations would not be appreciably more severe or greater in magnitude than the adverse effects that would be suffered by the non-environmental justice populations.</p>				
Operation	<p>Mobility and Access Impacts: The LPA would enhance connections to public transportation within the project study area and across the region. The LRT would be available to all communities throughout the project study area as well as communities adjacent to the project study area, regardless of socioeconomic or demographic characteristics.</p> <p>Under the LPA, curbside parking along Van Nuys Boulevard would be</p>	<p>Impacts as a result of the IOS would be the same as those identified under the LPA. However, only 18 of the study intersections have adverse effects.</p>	<p>Impacts would be similar to those that would occur under the LPA.</p>	<p>Impacts would be similar to those that would occur under the LPA and Alternative 3.</p>	<p>All Alternatives: NEPA: No disproportionately high and adverse effects on environmental justice populations would occur</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>prohibited, which could affect vehicle access to businesses and community resources. However, available adjacent on-street parking and/or off-street parking areas can meet the weekday and weekend on-street parking demand for the area. Under the LPA, the existing bike lanes along Van Nuys Boulevard north of Parthenia Street would be removed, which would be expected to affect all bicyclists regardless of socioeconomic or demographic characteristics.</p> <p>Conversion of existing mixed-flow lanes to dedicated LRT facilities would decrease roadway capacity for mixed-flow traffic. As a consequence, this alternative would result in adverse effects on 20 of the 73 study intersections within the corridor, which could reduce access for emergency vehicle response or interfere with emergency evacuation plans. Traffic impacts are anticipated to affect all emergency calls or travelers within the project study area comparably, regardless of socioeconomic or demographic characteristics.</p> <p>Social and Economic Impacts: The LPA would not result in disproportionate effects on or fewer benefits for minority or low-income populations with respect to improved economic conditions. Transit connectivity would be improved throughout the entire</p>				

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>project corridor. Therefore, the LPA would not result in disproportionate effects on or fewer benefits for minority or low-income populations with respect to community cohesion.</p> <p>Physical Impacts: The LPA would be designed in compliance with Metro design guidelines to ensure pedestrian, motorist, and bicyclist safety; however, the removal of existing Class II bike lanes would increase the potential for conflicts between bicyclists and motor vehicles. Because the changes to the bike lanes along Van Nuys Boulevard would be expected to affect all bicyclists within an approximate 4-mile radius comparably, regardless of socioeconomic or demographic characteristics, disproportionately high and adverse effects on environmental justice populations are not anticipated.</p>				
Growth-Inducing Impacts (Section 4.19 of the FEIS/FEIR)					
Induce substantial population growth in an area either directly or indirectly	The anticipated increase in long-term employment would be relatively minor and would not result in a significant increase in the project study area population. Therefore, the LPA would not directly induce substantial residential or employment population growth. This alternative may indirectly result in growth along the corridor and within the project study area. However, it	IOS impacts would be similar to or slightly less than the LPA's because of the shorter length of the IOS.	Impacts would be similar to those that would occur under the LPA.	Impacts would be similar to those that would occur under the LPA and Alternative 3.	<p>All Alternatives:</p> <p>CEQA: Less than significant</p> <p>NEPA: Not adverse</p>

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	would not extend transit service to undeveloped areas and would be located in a developed urban area. Therefore, it would not indirectly induce growth that would substantially change existing land use and development patterns at the corridor level.				
Irreversible and Irretrievable Commitments of Resources (Section 4.20 of this FEIS/FEIR)					
Construction and Operation	Construction would entail the one-time irreversible and irretrievable commitment of nonrenewable resources, such as energy (fossil fuels used for construction equipment) and construction materials (such as lumber, sand, gravel, metals, and water). Land used to construct the proposed facilities is considered an irreversible commitment during the period the land is used. The project would commit land at stations and the maintenance facility to transit use. This commitment of long-term land resources is consistent with the policies of the County of Los Angeles and the Cities of Los Angeles and San Fernando to promote transit-oriented uses. Accidents could occur during construction as a result of safety hazards posed by construction activities and equipment including construction site accidents that could affect construction workers or the environment and potential conflicts with or accidents	Impacts would be similar to or slightly less than those that could occur under the LPA because of the shorter length of the IOS.	Impacts would be similar to those that would occur under the LPA.	Impacts would be similar to or greater than those that would occur under the LPA and Alternative 3 due to the more extensive construction required to construct the subway segment of Alternative 4.	CEQA: Less than significant NEPA: Not adverse

Affected Resource	Alternative				
	Locally Preferred Alternative (LPA)	Initial Operating Segment (IOS)	Alt. 3 – Low-Floor LRT/Tram (DEIS/DEIR)	Alt. 4 – LRT (DEIS/DEIR)	Level of Impacts (CEQA) and Effects (NEPA) after Mitigation
	<p>involving pedestrians, bicyclists, and motorists in close proximity to construction activities.</p> <p>The consumption of nonrenewable resources includes water, petroleum products, and electricity. In addition, fossil fuels would be used for transporting workers and materials during construction, and electricity and fuel would be used for trains, stations, and worker vehicles for maintenance and operation during the life of the project. The consumption amount and rate of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of such resources, because they would increase transit use (which increases energy efficiency) and decrease automobile dependence (which uses fossil fuels).</p>				

Table ES-3: Proposed Mitigation Measures

Affected Resource	Mitigation Measures
Transportation, Transit, Circulation, and Parking (Chapter 3 of this FEIS/FEIR)	
Construction	<p>MM-TRA-1: The Traffic Management Plan shall require Metro to communicate closures and information on any changes to bus service to local transit agencies in advance and develop detours as appropriate. Bus stops within work areas shall be relocated, with warning signs posted in advance of the closure, and warnings and alternate stop notifications posted during the extent of the closure.</p> <p>MM-TRA-2: The Traffic Management Plan shall include the following typical measures, and others as appropriate:</p> <ul style="list-style-type: none"> • Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during the off-peak hours. • Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas. • Where feasible, temporarily restripe roadways including turning lanes, through lanes, and parking lanes at the affected intersections to maximize the vehicular capacity at those locations affected by construction closures. • Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at those locations affected by construction closures. In these areas where street parking is temporarily removed in front of businesses, the contractor shall provide wayfinding to other nearby parking lots or temporary lots, with any temporary parking secured well in advance of parking being removed in the affected area. • Place station traffic control officers at major intersections during peak hours to minimize delays related to construction activities. • Assign a Construction Relations team inclusive of a manager, senior officers, and social media strategist to develop and implement the Metro Board’s adopted Construction Relations model. The team will conduct the outreach program to inform the general public about the construction process, planned roadway closures, and anticipated mitigations through community briefings in public meeting spaces and use of signage (banners, etc.). • Develop and implement a program with business owners to minimize effects to businesses during construction activities, including but not limited to signage, Eat, Shop, Play, and promotional programs. • Consult and seek input on the designation and identification of haul routes and hours of operation for trucks with the local jurisdictions, school districts, and Caltrans. The selected routes should minimize noise, vibration, and other effects. • To the extent practical, maintain traffic lanes in both directions, particularly during the morning and afternoon peak hours. • Maintain access to adjacent businesses and schools (including passenger loading areas for parents dropping off students) via existing or temporary driveways or loading areas throughout the construction period. • Coordinate potential road closures and detour routes and other construction activities that could adversely affect vehicle routes in the immediate vicinity of local schools with local school districts. • Install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety. <p>MM-TRA-3: To ensure potential impacts on pedestrian and bicycle facilities are minimized to the extent feasible, the Traffic Management Plan and Traffic Control Plan shall include the following:</p> <ul style="list-style-type: none"> • Bicycle detour signs shall be provided, as appropriate, to route bicyclists away from detour areas with minimal-width travel lanes and onto parallel roadways. • Sidewalk closure and pedestrian route detour signs shall be provided, as appropriate, that safely route pedestrians around work areas where sidewalks are closed for safety reasons or for specific construction work within the sidewalk area. In addition, the project contractor shall ensure appropriate “Open during Construction,” wayfinding, and promotional signage for businesses affected by sidewalk closures is provided and access to these businesses is maintained.

Affected Resource	Mitigation Measures
Operation	<p>MM-TRA-4: During the Preliminary Engineering phase of the project, Metro will work with the Cities of Los Angeles and San Fernando to synchronize and coordinate signal timing and to optimize changes in roadway striping to minimize potential operational traffic impacts and hazards to the extent feasible.</p> <p>MM-TRA-5: Additional visual enhancements, such as high-visibility crosswalks that meet current LADOT design standards, to the existing crosswalks at each proposed station location shall be implemented to further improve pedestrian circulation.</p> <p>MM-TRA-6: To further reduce potential adverse and less-than-significant pedestrian impacts, Metro shall prepare a First/Last Mile study that documents preferred pedestrian access to each station, general pedestrian circulation in the immediate vicinity of the station, and potential sites for connections to nearby bus services. The purpose of this study shall include ensuring sufficient circulation, access, and information important to users of the transit system. The results of the study shall be implemented through coordination between Metro and the local jurisdictions of the City of Los Angeles and the City of San Fernando.</p> <p>MM-TRA-7: To reduce the potential impacts due to remove of the existing bike lanes extending approximately 2 miles north on Van Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon Boulevard to San Fernando Road, two parallel corridors have been identified for consideration and approval by the Los Angeles Department of Transportation (LADOT) as bike friendly corridors. These include Filmore Street to the west and Pierce Street to the east, which can be developed as Class III Bike Friendly streets by striping sharrows and providing signage. Metro shall also continue to work with LADOT to identify, to the extent feasible, replacement locations for Class II bike lanes that meet the goals and policies in the City of Los Angeles Bicycle Plan.</p>
Land Use (Section 4.1 of this FEIS/FEIR)	
Construction	MM-NOI-1a-1d, MM-VIB-1, and MM-AQ-1-9.
Operation	MM-NOI-2a, MM-NOI2b, MM-NOI-3a, MM-NOI-3b, and MM-NOI-3c.
Real Estate and Acquisitions (Section 4.2 of this FEIS/FEIR)	
Construction	None required.
Operation	None required.
Economic and Fiscal Impacts (Section 4.3 of this FEIS/FEIR)	
Construction	MM-TRA-1, MM-TRA-2, MM-TRA-3, and MM-CN-1.
Operation	None required.
Communities and Neighborhoods (Section 4.4 of this FEIS/FEIR)	
Construction	<p>MM-TRA-1-3, MM-VIS-1-5, MM-AQ-1-9, MM-NOI-1a-1d, MM-NOI-2a-2b, MM-NOI-3a-3c, and MM-SS-1-23.</p> <p>In addition, the following measure is proposed:</p> <p>MM-CN-1: A formal educational and public outreach campaign shall be implemented to discuss potential community and neighborhood concerns, including relocations, visual/aesthetics changes, and fare policies, and to communicate information about the project with property owners and community members.</p>
Operation	See mitigation measures listed in Chapter 3, Transportation, Transit, Circulation, and Parking; Section 4.5, Visual Quality and Aesthetics; Section 4.8, Noise and Vibration; and Section 4.14, Safety and Security sections of this table that would be implemented to minimize operational impacts on communities and neighborhoods.

Affected Resource	Mitigation Measures
Visual Quality and Aesthetics (Section 4.5 of this FEIS/FEIR)	
Construction	MM-VIS-1: Construction staging shall be located away from residential and recreational areas and shall be screened to minimize visual intrusion into the surrounding landscape. The screening shall be a height and type of material that is appropriate for the context of the surrounding land uses. There shall be Metro-branded community-relevant messaging on the perimeter of the construction staging walls. Lighting within construction areas shall face downward and shall be designed to minimize spillover lighting into adjacent properties.
Operation	<p>MM-VIS-2: Vegetation removal shall be minimized and shall be replaced following construction either in-kind or following the landscaping design palette for the project, which would be prepared in consultation with the City of Los Angeles and San Fernando, including the City Tree Removal Policy and replacement ratio.</p> <p>MM-VIS-3: Scenic resources, including landscape elements such as rows of palm trees (along Van Nuys Boulevard) or mature trees (along San Fernando Road) and uniform lighting, shall be preserved, where feasible.</p> <p>MM-VIS-4: Lighting associated with the project shall be designed to face downward and minimize spillover lighting into adjacent properties, in particular residential and recreational properties.</p> <p>MM-VIS-5: Infrastructure elements shall be designed with materials that minimize glare.</p>
Air Quality (Section 4.6 of this FEIS/FEIR)	
Construction	<p>MM-AQ-1: Construction vehicle and equipment trips and use shall be minimized to the extent feasible and unnecessary idling of heavy equipment shall be avoided.</p> <p>MM-AQ-2: Solar powered, instead of diesel powered, changeable message signs shall be used.</p> <p>MM-AQ-3: Electricity from power poles, rather than from generators, shall be used where feasible.</p> <p>MM-AQ-4: Engines shall be maintained and tuned per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Periodic, unscheduled inspections shall be conducted to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.</p> <p>MM-AQ-5: Any tampering with engines shall be prohibited and continuing adherence to manufacturer's recommendations shall be required.</p> <p>MM-AQ-6: New, clean (diesel or retrofitted diesel) equipment meeting the most stringent applicable federal or state standards shall be used, and the best available emissions control technology shall be employed. Tier 4 engines shall be used for all construction equipment. If non-road construction equipment that meets Tier 4 engine standards is not available, the Construction Contractor shall be required to use the best available emissions control technologies on all equipment.</p> <p>MM-AQ-7: EPA-registered particulate traps and other appropriate controls shall be used where suitable to reduce emissions of diesel particulate matter (PM) and other pollutants at the construction site.</p> <p>MM-AQ-8: Consistent with South Coast Air Quality Management District Rule 1113, all architectural coatings for building envelope associated with the project shall use coatings with a Volatile Organic Compound content of 50 grams per liter or less.</p> <p>MM-AQ-9: The Design-Builder shall implement feasible means and methods that would minimize cumulative air quality impacts during the construction period, including, but not limited to, the following:</p> <ol style="list-style-type: none"> 1. Timing project-related construction activities associated with the maintenance facility, stations, and track installation such that overlapping schedules are minimized. 2. Timing project-related construction activities so that overlapping schedules with other projects in the area are avoided. 3. Reducing the number of pieces of diesel-fueled equipment used at a given time when construction activities occur in the vicinity of sensitive receptors, including, but not limited to residences, schools, parks, hospitals, and nursing homes.
Operation	None required.

Affected Resource	Mitigation Measures
Greenhouse Gas Emissions (Section 4.7 of this FEIS/FEIR)	
Construction and Operation	MM-AQ-1, MM-AQ-2, MM-AQ-3, and MM-AQ-6.
Noise and Vibration (Section 4.8 of this FEIS/FEIR)	
Construction	<p>MM-NOI-1a: Specific measures to be employed to mitigate construction noise impacts shall be developed by the contractor and presented in the form of a Noise Control Plan. The Noise Control Plan shall be submitted for review and approval before the beginning of construction noise activities.</p> <p>MM-NOI-1b: The contractor shall adequately notify the public of construction operations and schedules no less than 72 hours in advance of construction through a construction notice with confirmed details and a look-ahead briefing several weeks in advance.</p> <p>MM-NOI-1c: If a noise variance from Section 41.40(a) of the Los Angeles Municipal Code is sought for nighttime construction work, a noise limit shall be specified. The contractor shall employ a combination of the noise-reducing approaches listed in MM-NOI-1d to meet the noise limit.</p> <p>MM-NOI-1d: Where feasible, the contractor shall use the following noise-reducing approaches:</p> <ul style="list-style-type: none"> • The contractor shall use specialty equipment with enclosed engines and/or high-performance mufflers. • The contractor shall locate equipment and staging areas as far from noise-sensitive receivers as possible. • The contractor shall limit unnecessary idling of equipment. • The contractor shall install temporary noise barriers to enclose stationary noise sources, such as compressors, generators, laydown and staging areas, and other noisy equipment. • The contractor shall reroute construction-related truck traffic away from residential buildings to the extent practicable. • The contractor shall sequence the use of equipment so that simultaneous use of the loudest pieces of equipment is avoided as much as practicable. • The contractor shall avoid the use of impact equipment and, where practicable, use non-impact equipment. Non-impact equipment could include electric or hydraulic-powered equipment rather than diesel and gasoline-powered equipment where feasible. • The contractor shall use portable noise control enclosures for welding in the construction staging area. • The contractor shall use lined or covered storage bins, conveyors, and chutes with noise-deadening material for truck loading and operations. • The contractor shall use strobe lights or other OSHA-accepted methods rather than back-up alarms during nighttime construction. <p>MM-NOI-1e: If the proposed mitigation measures identified in this section do not reduce the identified significant noise impacts on Los Angeles Unified School District schools to a less-than-significant level, Metro shall develop new and appropriate measures, to the extent feasible, to effectively reduce construction-related or operational noise. Provisions shall be made to allow the affected school or designated representative(s) to notify Metro when such measures are warranted.</p> <p>MM-VIB-1: Where equipment, such as a vibratory roller, that produces high levels of vibration is used near buildings, the Construction Vibration Control Plan shall also include mitigation measures to minimize vibration impact during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:</p> <ul style="list-style-type: none"> • The contractor shall minimize the use of tracked vehicles. • The contractor shall avoid vibratory compaction. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

Affected Resource	Mitigation Measures
Operation	<p>MM-NOI-2a: A sound wall shall be constructed at the northern edge of the alignment where the LRT curves to transition between Van Nuys Boulevard and San Fernando Road, in the area bounded by Pinney Street, El Dorado Avenue, Van Nuys Boulevard, and San Fernando Road. The sound wall shall be constructed to mitigate the increase in traffic noise levels that would result from removing the row of buildings in this area. Sound walls should be constructed in such a fashion as to not impair the train operator vision triangle sightlines.</p> <p>MM-NOI-2b: Friction control shall be incorporated into the design for the curves at Van Nuys Boulevard/San Fernando Road, Van Nuys Boulevard/El Dorado Boulevard, and Van Nuys Boulevard/Vesper Avenue. Friction control may consist of installing lubricators on the rail or using an onboard lubrication system that applies lubrication directly to the wheel.</p> <p>MM-NOI-3a: The following noise limit shall be included in the purchase specifications for the TPSS units: TPSS noise shall not exceed 50 dBA at a distance of 50 feet from any part of a TPSS unit.</p> <p>MM-NOI-3b: The TPSS units shall be located within the parcel as far from sensitive receivers as feasible. If possible, the cooling fans shall be oriented away from sensitive receivers.</p> <p>MM-NOI-3c: If necessary, a sound enclosure shall be built around the TPSS unit to further reduce noise levels at sensitive receivers to below the applicable impact threshold. Predicted vibration levels could be reduced to below the CEQA significance thresholds at all sensitive receivers with traditional floating-slab track and use of low-impact frogs. A floating slab consists of a concrete slab supported by rubber or steel springs. Floating slab is the most expensive vibration mitigation measure; however, it provides the most reduction in vibration levels. Further investigation may show that vibration levels could be reduced to below the applicable thresholds with a less expensive option, such as a continuous-mat floating slab. Low-impact frogs such as conformal frogs and spring frogs result in a smoother transition over the gaps, reducing noise and vibration levels. Conformal frogs smooth the transition through wing slopes, which match the wheel profile, and spring frogs use a spring-loaded mechanism. A moveable point frog includes a signal mechanism that allows trains running on the mainline to avoid any gaps in the rail, eliminating the noise and vibration impact of the special trackwork. Moveable point frogs are required mitigation measures in areas where other low-impact frogs do not provide enough vibration reduction.</p> <p>MM-VIB-2a: Metro shall complete additional vibration analysis to confirm the locations where vibration levels would exceed CEQA significance thresholds. Where exceedances would occur, the contractor shall employ methods to reduce vibration to levels below applicable thresholds. A floating-slab track, a continuous-mat floating slab, or a vibration-isolated embedded track system, such as QTrack, could be considered.</p> <p>MM-VIB-2b: The contractor shall install moveable point frogs at the crossovers on Van Nuys Boulevard/Osborne Street and at Van Nuys Boulevard/Canterbury Avenue. If further investigation confirms that an alternative low-impact frog would reduce vibration levels below the applicable thresholds, the alternative may be installed.</p> <p>MM-VIB-2c: Low-impact frogs such as conformal frogs or spring frogs shall be used at all crossovers and turnouts not covered under MM-VIB-2b. Traditional crossovers may be used in locations where analysis shows vibration levels will not exceed the applicable thresholds at nearby sensitive receivers.</p>
Geology, Soils and Seismicity (Section 4.9 of this FEIS/FEIR)	
Construction	None required
Operation	<p>MM-GEO-1: Metro design criteria require probabilistic seismic hazard analyses (PSHA) to estimate earthquake loads on structures. These analyses take into account the combined effects of all nearby faults to estimate ground shaking. During Final Design, site-specific PSHAs shall be used as the basis for evaluating the ground motion levels along the project corridor. The structural elements of the proposed project shall be designed and constructed to resist or accommodate appropriate site-specific estimates of ground loads and distortions imposed by the design earthquakes and conform to Metro's Design Standards for the Operating and Maximum Design Earthquakes. The concrete structures will be designed according to the Building Code Requirements for Structural Concrete (ACI 318) by the American Concrete Institute.</p>

Affected Resource	Mitigation Measures
	<p>MM-GEO-2: At liquefaction or seismic settlement prone areas, evaluations by geotechnical engineers shall be performed during Final Design to provide estimates of the magnitude of the anticipated liquefaction or settlement. Based on the magnitude of evaluated liquefaction, either structural design, or ground improvement (such as deep soil mixing) or deep foundations to non-liquefiable soil (such as drilled piles) measures shall be selected. Site-specific design shall be selected based on State of California guidelines and design criteria set forth in the Metro Seismic Design Criteria</p>
Hazardous Waste and Materials (Section 4.10 of this FEIS/FEIR)	
Construction	<p>MM-HAZ-1: An environmental investigation shall be performed during design for transit structures, TPSS locations, stations, and the MSF. The environmental investigation shall collect soil, groundwater, and/or soil gas samples to delineate potential areas of contamination that may be encountered during construction or operations. The environmental investigation shall include the following:</p> <ul style="list-style-type: none"> • Properties potentially to be acquired are listed on multiple databases and shall be evaluated further for contaminants that were manufactured, stored, or released from the facility. If contaminated soil (e.g., soil contaminated from organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and/or other hazardous substances) is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Phase II subsurface investigations for potential impacts from adjoining current or former UST sites and nearby LUST sites. • A Phase II subsurface investigation to evaluate potential presence of PCE shall be performed along the portions of the project alignment that are adjacent to former and current dry cleaners. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • If construction encroaches into the two former plugged and abandoned dry-hole oil exploration wells mapped adjacent to the proposed project right-of-way, the project team shall consult with DOGGR regarding the exact locations of the abandoned holes and the potential impact of the wells on proposed construction. • The locations of proposed improvements involving excavations adjacent to (within 50 feet of) the electrical substation shall be screened prior to construction by testing soils within 5 feet of the existing ground surface for PCBs. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Buildings that will be demolished shall have a comprehensive ACM inspection prior to demolition. In addition, ACM may be present in the existing bridge crossings at the Pacoima Diversion Channels. If improvements associated with the proposed project will disturb the existing bridge crossings, then these structures shall be evaluated for suspect ACM. If ACM is found, it shall be removed, and transported to an approved disposal location according to state law. • Areas where soil may be disturbed during construction shall be tested for ADL according to Caltrans ADL testing guidelines. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Lead and other heavy metals, such as chromium, may be present within yellow thermoplastic paint markings on the pavement. These surfacing materials shall be tested for LBP prior to removal. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Former railroad rights-of-way that crossed or were adjacent to the project right-of-way may contain hazardous materials from the use of weed control, including herbicides and arsenic, and may also contain Treated Wood Waste (TWW). Soil sampling for potentially hazardous weed control substances shall be conducted for health and safety concerns in the event that construction earthwork involves soil removal from the former railroad rights-of-way. If encountered during construction, railroad ties designated for reuse or disposal (including previously salvaged railroad ties in the project right-of-way) shall be managed or disposed of as TWW in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386.

Affected Resource	Mitigation Measures
	<p>MM-HAZ-2: The contractor shall implement a Worker Health and Safety Plan prior to the start of construction activities. All workers shall be required to review the plan, receive training if necessary, and sign the plan prior to starting work. The plan shall identify properties of concern, the nature and extent of contaminants that could be encountered during excavation activities, appropriate health and environmental protection procedures and equipment, emergency response procedures including the most direct route to a hospital, and contact information for the Site Safety Officer.</p> <p>MM-HAZ-3: The contractor shall implement a Contaminated Soil/Groundwater Management Plan during construction to establish procedures to follow if contamination is encountered in order to minimize associated risks. The plan shall be prepared during the final design phase of the project, and the construction contractor shall be held to the level of performance specified in the plan. The plan shall include procedures for the implementation of the following measures:</p> <ul style="list-style-type: none"> • Contacting appropriate regulatory agencies if contaminated soil or groundwater (e.g., groundwater contaminated from organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and/or other hazardous substances) is encountered • Sampling and analysis of soil and/or groundwater known or suspected to be impacted by hazardous materials • The legal and proper handling, storage, treatment, transport, and disposal of contaminated soil and/or groundwater shall be delineated and conducted in consultation with regulatory agencies and in accordance with established statutory and regulatory requirements in Section 4.10.1.1 of this FEIS/FEIR • Implementation of dust control measures such as soil wetting, wind screens, etc., for contaminated soil • Groundwater collection, treatment, and discharge shall be performed according to applicable standards and procedures listed in Section 4.10.1.1 of this FEIS/FEIR <p>MM-HAZ-4: The contractor shall properly maintain equipment and properly store and manage related hazardous materials, so as to prevent motor oil, or other potentially hazardous substances used during construction, from spilling onto the soil. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.</p> <p>MM-HAZ-5: For reconstruction of the Pacoima Wash bridge that crosses Metro right-of-way, the construction spoils (e.g., excavated soils, cuttings generated during installation of CIDH piles), including those in contact with the groundwater, shall be contained and tested for total chromium, 1,4-dioxane, trichloroethylene (TCE), and PCE to determine appropriate disposal.</p> <p>MM-HAZ-6: A Contaminated Soil/Groundwater Management Plan shall be prepared during final design that describes appropriate methods and measures to manage contamination encountered during construction.</p>
Operation	None required
Energy (Section 4.11 of this FEIS/FEIR)	
Construction	None required.
Operation	None required.
Ecosystems/Biological Resources (Section 4.12 of this FEIS/FEIR)	
Construction	<p>MM-BIO-1: Avoid and Minimize Project-Related Impact on Special-Status Bat Species</p> <p>In the maternity season (April 15 through August 31) prior to the commencement of construction activities, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts (including palm trees) on or within 100 feet of the project boundaries. Should a potential roost be identified that will be affected by proposed construction activities, a visual inspection and/or one-night emergence survey shall be used to determine if it is being used as a maternity-roost.</p> <p>To avoid any impacts on roosting bats resulting from construction activities, the following measures shall be implemented:</p>

Affected Resource	Mitigation Measures
	<p>Bridges and Overpasses</p> <ul style="list-style-type: none"> Should potential bat roosts be identified that will require removal, humane exclusionary devices shall be used. Installation would occur outside of the maternity season and hibernation period (February 16-April 14 and August 16-October 30, or as determined by a qualified biologist) unless it has been confirmed as absent of bats. If the roost has been determined to have been used by bats, the creation of alternate roost habitat shall be required, with CDFW consultation. The roost shall not be removed until it has been confirmed by a qualified biologist that all bats have been successfully excluded. Should an active maternity roost be identified, a determination (in consultation with the California Department of Fish and Wildlife or a qualified bat expert) shall be made whether indirect effects of construction-related activities (i.e., noise and vibration) could substantially disturb roosting bats. This determination shall be based on baseline noise/vibrations levels, anticipated noise-levels associated with construction of the proposed project, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment of a day-roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist. <p>Trees</p> <p>All trees to be removed as part of the project shall be evaluated for their potential to support bat roosts. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist.</p> <ul style="list-style-type: none"> If trees with colonial bat roost potential require removal during the maternity season (April 15 through August 31), a qualified bat biologist shall conduct a one-night emergence survey during acceptable weather conditions (no rain or high winds, night temperatures above 52°F) or if conditions permit, physically examine the roost for presence or absence of bats (such as with lift equipment) before the start of construction/removal. If the roost is determined to be occupied during this time, the tree shall be avoided until after the maternity season when young are self-sufficiently volant. If trees with colonial bat roost potential require removal during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability. (October 31 through February 15, but is dependent on specific weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active. Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16 through April 14 and August 16 through October 30, or as determined by a qualified biologist) using a two-step tree trimming process that occurs over 2 consecutive days. On Day 1, under the supervision of a qualified bat biologist, Step 1 shall include branches and limbs with no cavities removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately (rarely) or, after emergence, will avoid returning to the roost. On Day 2, Step 2 of the tree removal may occur, which would be removal of the remainder of the tree. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist and then the limb with the potential roost would be removed on Day 2. Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the two-step tree trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of tree on that same day. For palm trees that can support western yellow bat (the only special-status lasiurine species with the potential to occur in the project area), shall use the two-step tree process over two days. Western yellow bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal.

Affected Resource	Mitigation Measures
	<p>MM BIO-2: Avoid Impacts on Nesting Birds (including raptors) To avoid any impacts on migratory birds, resulting from construction activities that may occur during the nesting season, March 1 through August 31, the following measure shall be implemented:</p> <ul style="list-style-type: none"> • A qualified biologist shall conduct a preconstruction survey of the proposed construction alignment with a 150-foot buffer for passerines and 500-feet for raptors around the site. This preconstruction survey shall commence no more than 3 days prior to the onset of construction, such as clearing and grubbing and initial ground disturbance. • If a nest is observed, an appropriate buffer shall be established, as determined by a qualified biologist, based on the sensitivity of the species. For nesting raptors, the minimum buffer shall be 150 feet. The contractor shall be notified of active nests and directed to avoid any activities within the buffer zone until the nests are no longer considered to be active by the biologist. <p>MM BIO-3: Jurisdictional Waters Any work resulting in materials that could be discharged into jurisdictional features shall adhere to strict best management practices (BMPs) to prevent potential pollutants from entering any jurisdictional feature. Applicable BMPs to be applied shall be included in the Stormwater Pollution Prevention Plan and/or Water Quality Management Plan and shall include, but not be limited to, the following BMPs as appropriate:</p> <ul style="list-style-type: none"> • Containment around the site shall include use of temporary measures such as fiber rolls to surround the construction areas to prevent any spills of slurry discharge or spoils recovered during the separation process; • Downstream drainage inlets shall be temporarily covered to prevent discharge from entering the storm drain system; • Construction entrances/exits shall be properly set up so as to reduce or eliminate the tracking of sediment and debris offsite by including grading to prevent runoff from leaving the site, and establishing “rumble racks” or wheel water points at the exit to remove sediment from construction vehicles; • Onsite rinsing or cleaning of any equipment shall be performed in contained areas and rinse water shall be collected for appropriate disposal; • Use of a tank on work sites to collect the water for periodic offsite disposal; • Soil and other building materials (e.g., gravel) stored onsite shall be contained and covered to prevent contact with stormwater and offsite discharge; and • Water quality of runoff shall be periodically monitored before discharge from the site and into the storm drainage system. <p>MM BIO-4: A Project Tree Report Shall Be Approved by the City of Los Angeles and City of San Fernando Prior to construction, the contractor shall review the approved alternative alignment to determine whether any trees protected by the City of Los Angeles Tree Ordinance 177404 and City of San Fernando Comprehensive Tree Management Program Ordinance (Ordinance No. 1539) will be removed or trimmed. A tree report must be prepared, by a qualified arborist, for the project and approved by each city. Trees approved for removal (or replacement) shall be done in accordance with the specifications outlined in the city ordinances.</p>
Operation	None required.
Water Resources/Hydrology and Water Quality (Section 4.13 of this FEIS/FEIR)	
Construction	None Required.
Operation	None Required.
Safety and Security (Section 4.14 of this FEIS/FEIR)	
Construction	MM-SS-1: Alternate walkways for pedestrians shall be provided around construction staging sites in accordance with ADA requirements.

Affected Resource	Mitigation Measures
	<p>MM-SS-2: Safe and convenient pedestrian routes to local schools shall be maintained during construction.</p> <p>MM-SS-3: Ongoing communication with school administrators shall be maintained to ensure sufficient notice of construction activities that could affect pedestrian routes to schools is provided.</p> <p>MM-SS-4: All pedestrian and bicyclist detour locations around staging sites shall be signed and marked in accordance with the Manual on Uniform Traffic Control Devices “work zone” guidance, and other applicable local and state requirements.</p> <p>MM-SS-5: Appropriate traffic controls (signs and signals) shall be installed and maintained to ensure pedestrian and vehicular safety.</p> <p>MM-SS-6: To the extent feasible, construction haul trucks shall not use haul routes that pass any school, except when the school is not in session.</p> <p>MM-SS-7: Staging or parking of construction-related vehicles, including worker-transport vehicles, shall not occur on or adjacent to a school property when school is in session.</p> <p>MM-SS-8: Crossing guards or flaggers shall be provided at affected school crossings when the safety of children may be compromised by construction-related activities.</p> <p>MM-SS-9: Barriers or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.</p> <p>MM-SS-10: Security patrols shall be provided to minimize trespassing, vandalism, and short-cut attractions where construction activities occur in the vicinity of local schools.</p> <p>MM-SS-11: Project plans, work plans, and traffic control measures shall be coordinated with emergency responders during preliminary engineering, final design, and construction to limit effects to emergency response times.</p>
Operation	<p>MM-SS-12: All stations shall be illuminated to avoid shadows and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated. In addition, lighting would provide excellent visibility for train operators to be able to react to possible conflicts, especially to pedestrians crossing the track.</p> <p>MM-SS-13: Proposed station designs shall not include design elements that obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access to at-grade stations shall be at ground-level with clear sight lines.</p> <p>MM-SS-14: The following measures shall be implemented to reduce pedestrian circulation impacts and hazards:</p> <ul style="list-style-type: none"> • Sidewalk widths shall be designed with the widest dimensions feasible in conformance with the Los Angeles/Metro’s adopted “Land Use/Transportation Policy.” • Minimum widths shall not be less than those allowed by the State of California Title 24 access requirements, or the ADA design recommendations. Section 1113A of Title 24 states that walks and sidewalks shall be a minimum of 48 inches (1,219 mm) in width, except that walks serving dwelling units in covered multi-family dwelling buildings may be reduced to 36 inches (914 mm) in clear width except at doors. • Accommodating pedestrian movements and flows shall take priority over other transportation improvements, including automobile access. • Physical improvements shall ensure that all stations are fully accessible as defined in the ADA. <p>MM-SS-15: Wide crosswalks shall be provided in areas immediately around proposed stations to facilitate pedestrian mobility.</p> <p>MM-SS-16: Metro shall coordinate and consult with the LAFD, LAPD, LASD, and the City San Fernando Police Department to develop safety and security plans for the proposed alignment, parking facilities, and station areas.</p> <p>MM-SS-17: Fire separations shall be provided and maintained in public occupancy areas. Station public occupancy shall be separated from station ancillary occupancy by a minimum 2-hour fire-rated wall. The only exception is that a maximum of two station agents, supervisors, or information booths may be located within station public occupancy areas.</p>

Affected Resource	Mitigation Measures
	<p>MM-SS-18: For portions of the alignment where pedestrians and/or motor vehicles must cross the tracks, Metro shall prepare grade crossing applications in coordination with the CPUC and local public agencies, such as LADOT, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments. Crossings shall require approval from the CPUC and shall meet applicable CPUC standards for grade crossings.</p> <p>MM-SS-19: All proposed LRT stations and related parking facilities shall be equipped with monitoring equipment, which would primarily consist of video surveillance equipment to monitor strategic areas of the LRT stations and walkways, and/or be monitored by Metro security personnel on a regular basis.</p> <p>MM-SS-20: Metro shall implement a security plan for LRT operations. The plan shall include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.</p> <p>MM-SS-21: Metro is continuing to investigate light rail vehicle modifications to increase light rail vehicle safety and minimize or prevent train and pedestrian conflicts. Metro's design criteria also identify multiple efforts to increase light rail vehicle safety and minimize or prevent the potential for pedestrians and vehicle conflicts. Measures identified shall be included during the final design of the LPA.</p> <p>MM-SS-22: To reduce potential risk of collisions between LRTs and automobiles on the street portion of the LPA, Metro shall coordinate with the CPUC, City and County of Los Angeles traffic control departments, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments, and also comply with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for signing and pavement marking treatments.</p> <p>MM-SS-23: The diverse needs of different types of traveling public including senior citizens, disabled citizens, low-income citizens, shall be addressed through a formal educational and outreach campaign. The campaign shall target these diverse community members to educate them on proper system use and benefits of LRT ridership.</p> <p>Also see mitigation measure MM-TRA-7 for measures to reduce the impact due to removal of the existing bike lanes on Van Nuys Boulevard.</p>
Parklands and Community Facilities (Section 4.15 of this FEIS/FEIR)	
Construction	MM-TRA-1, MM-TRA-2, MM-VIS-1, MM-AQ-1 through MM-AQ-8, MM-NOI-2a and 2b, MM-NOI-3a through 3c, MM-SS-2, MM-SS-4, and MM-SS-5
Operation	None required.
Historic, Archaeological, and Paleontological Resources	
Historic Resources - Construction	None required.
Historic Resources – Operation	None required.
Archaeological Resources – Construction	<p>MM-AR-1: Ground disturbing activities within site areas 19-001124 and 19-002681 and within a 50-foot buffer area around the sites shall be monitored by an Archaeological and Native American monitor. Construction related ground disturbance includes grading, excavation, trenching, and drilling. An Archaeological monitor and a Native American monitor shall examine all sediments disturbed during earth moving activities, including geotechnical drilling and environmental borings, if being conducted, prior to construction.</p> <p>Archaeological monitoring for site CA-LAN-2681 shall be conducted as discussed in the project's Cultural Resources Monitoring Plan (CRMP). All archeological monitoring and any necessary identification, testing, and evaluation of resources identified during monitoring shall be conducted per the methods and procedures described in the CRMP for the project.</p> <p>Standard methods of excavation such as grading and trenching shall be monitored by observation of the excavations as they occur.</p>

Affected Resource	Mitigation Measures
	<p>Drilling of project features such as the overhead contact system (OCS) results in earthen materials being delivered to the ground surface as loosened spoils. Materials to be examined by the Archaeological and Native American monitors are spoils removed from the drill holes while the drilling occurs. The monitors must be provided a safe location and opportunity to view spoils as they are being stored prior to being hauled away from the work area. Access of the monitors to the spoils material may be limited by safety concerns or by hazardous materials contamination.</p> <p>If requested by an Archaeological or Native American monitor, opportunities shall be provided for the monitor, as part of their daily shift activities, to screen or rake spoils to determine if the spoils contain cultural materials.</p> <p>Archaeological monitors are empowered to briefly halt construction if a discovery is made during standard excavation, such as grading and trenching, in the area of that discovery and a 50-foot buffer zone. If a Native American monitor wishes to halt construction, the monitor shall consult with the Archaeological monitor, who may then briefly halt construction. A request to halt activities by the Archaeological monitor should have no effect on ground disturbing activities outside the 50-foot buffer zone; however, spoil piles may not be removed until the monitor can examine them.</p> <p>If an Archaeological or Native American monitor observes an isolated find, the Archaeological monitor shall temporarily halt construction in order to document the find. Documentation shall be completed by collecting a GPS point, photography, and recording information onto the daily monitoring log. All isolated prehistoric artifacts shall be collected. Diagnostic historic-era items shall be collected. Once an isolated item is documented, construction may resume.</p> <p>MM-AR-2: If buried cultural materials are encountered in areas not actively being monitored during construction, the Contractor Project Foreman shall halt construction in a 50-foot radius around the discovery and shall immediately contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist.</p> <p>Per the CRMP prepared for the proposed project, for any discovery of an archaeological feature, regardless of eligibility, the Metro Environmental Specialist shall notify all consulting parties identified for the project within 48 hours of any discovery. Notifications shall not be made for ubiquitous infrastructure elements such as modern utilities (cistern, electric, gas, sewer, and water supply lines), transportation infrastructure (bridge piers, buried roadways, and rail segments), sidewalks, and concrete rubble, fill, or waste.</p> <p>MM-AR-3: In the event that human remains are encountered during construction, potentially destructive activities in the vicinity of the discovery shall be stopped and the provisions of California PRC § 5097.98 and HSC § 7050.5 shall be followed. The Archaeological monitor shall halt construction, establish a 50-foot buffer around the discovery, and shall contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist. The Metro Environmental Specialist shall notify the County Coroner and FTA on the same day as the discovery. FTA shall notify SHPO, Advisory Council on Historic Preservation (ACHP), and other consulting parties within 48 hours of discovery. Treatment of the remains and all subsequent actions shall be completed per the PA and Cultural Resources Treatment and Monitoring Plan (CRTMP).</p>
Archaeological Resources – Operation	None required.
Paleontological Resources – Construction	<p>MM-PR-1: Metro shall retain the services of a qualified paleontologist (minimum of graduate degree, 10 years of experience as a principal investigator, and specialty in vertebrate paleontology) to oversee execution of this mitigation measure. Metro’s qualified principal paleontologist shall then develop a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) acceptable to the collections manager of the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County. Metro will implement the PRMMP during construction. The PRMMP will clearly demarcate the areas to be monitored and specify criteria. At the completion of paleontological monitoring for the proposed project, a paleontological resources monitoring report will be prepared and submitted to the Natural History Museum of Los Angeles County to document the results of the monitoring activities and summarize the results of any paleontological resources encountered.</p>

Affected Resource	Mitigation Measures
	<p>The PRMMP shall include specifications for processing, stabilizing, identifying, and cataloging any fossils recovered as part of the proposed project. Metro's qualified principal paleontologist shall prepare a report detailing the paleontological resources recovered, their significance, and arrangements made for their curation at the conclusion of the monitoring effort.</p> <p>MM-PR-2: Prior to the start of construction a qualified Principal Paleontologist shall prepare a Paleontological Mitigation Plan (PMP) that includes the following requirements:</p> <ul style="list-style-type: none"> • All project personnel involved in ground-disturbing activities shall receive paleontological resources awareness training before beginning work. • Excavations, excluding drilling, deeper than 8 feet below the current surface in the Quaternary alluvium shall be periodically spot checked to determine when older sediments conducive to fossil preservation are encountered. Once the paleontologically sensitive older alluvium is reached, a qualified paleontologist shall perform full-time monitoring of construction. Should sediments in a particular area be determined by the paleontologist to be unsuitable for fossil preservation, monitoring shall be suspended in those areas. A paleontologist shall be available to be on call to respond to any unanticipated discoveries and may adjust monitoring based on the construction plans and field visits. • Sediment samples from the Quaternary older alluvium shall be collected and screened for microfossils. • Recovered specimens shall be stabilized and prepared to the point of identification. Specimens shall be identified to the lowest taxonomic level possible and transferred to an accredited repository for curation along with all associated field and lab data. • Upon completion of project excavation, a Paleontological Mitigation Report (PMR) documenting compliance shall be prepared and submitted to the Lead Agency under CEQA.
Paleontological Resources – Operation	None required.
Environmental Justice (Section 4.17 of this FEIS/FEIR)	
Construction	MM-TRA-1, MM-TRA-2, MM-TRA-3, MM-VIS-1-5, MM-AQ-1-9, MM-NOI-1A-1D, MM-NOI-2A-2B, MM-NOI-3A through 3C, and MM-SS 1-23.
Operation	MM-CN-1
Growth Inducing Impacts (Section 4.18 of this FEIS/FEIR)	
Induce substantial population growth in an area either directly or indirectly	None required.
Irreversible and Irretrievable Commitments of Resources	
Construction and Operation	No mitigation measures are required

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

PREPARED FOR:

Los Angeles County Metropolitan Transportation Authority



OCTOBER 2020

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1 Introduction

This document presents the findings required by the California Environmental Quality Act (CEQA) for each of the significant environmental effects identified in the Final Environmental Impact Statement/ Final Environmental Impact Report (FEIS/FEIR) (SCH No. 2013021064) that was prepared for the proposed East San Fernando Valley Transit Corridor Project (proposed project) and includes a Statement of Overriding Considerations, pursuant to CEQA, which states the reasons why the benefits of the project outweigh the project's unavoidable significant adverse effects. This document also describes the alternatives to the proposed project considered in the FEIS/FEIR, discusses whether the alternatives would avoid or minimize the significant impacts of the proposed project, identifies the environmentally superior alternative, and explains why the alternatives were rejected in favor of the proposed project.

1.1 Purpose of Findings and the Statement of Overriding Considerations

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more written findings for each such impact. According to Section 21081, "no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (a) The public agency makes one or more of the following possible findings with respect to each significant effect:
 - 1. Changes or alterations have been required in, or incorporated into, the project to mitigate or avoid the significant effects on the environment.
 - 2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
- (b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment."

Section 21081.6 of CEQA also requires public agencies to adopt a monitoring and reporting program for assessing and ensuring the implementation of proposed mitigation measures. The mitigation measures identified in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project, which is provided under separate cover, are those identified within this Findings and the Statement of Overriding Considerations. Pursuant to Section 21081.6, public agencies are required to provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures.

The Statement of Overriding Considerations is a written statement explaining the specific reasons why the social, economic, legal, technical or other beneficial aspects of the proposed project outweigh the unavoidable adverse environmental impacts and why the Lead Agency is willing to accept such impacts. This statement shall be based on the FEIR and/or other substantial evidence in the record.

1.2 Document Organization

This Findings and the Statement of Overriding Considerations are organized as follows:

- Section 1.0, Introduction, provides background information of the purpose of Findings and the Statement of Overriding Considerations, presents the organization of this document, and provides a brief overview of the proposed project.
- Section 2.0, Statement of Environmental Effects and Required Findings, identifies the issue areas for which the proposed project would have no impact or a less than significant impact, and presents a summary of the significant effects of the proposed project along with the one or more written findings made by the public agency explaining how it dealt with each of the significant effects and mitigation measures.
- Section 3.0, Alternatives Considered, describes the alternatives evaluated in the EIR, and the findings and rationale for selection of the proposed project.
- Section 4.0, Statement of Overriding Considerations, explains in detail why the social, economic, legal, technical or other beneficial aspects of the proposed project outweigh the unavoidable, adverse environmental impacts and why the agency is willing to accept such impacts.

1.3 Overview of the Proposed Project

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

Metro applied the objectives below in evaluating potential alternatives, including bus rapid transit (BRT) and light rail transit (LRT) alternatives, for the East San Fernando Valley Transit Corridor Project. These objectives reflect Metro's mission to meet public transportation and mobility needs

for transit infrastructure while also being a responsible steward of the environment and considerate of affected agencies and community members when planning a fiscally sound project.

- Provide new service and/or infrastructure that improves passenger mobility and connectivity to regional activity centers;
- Increase transit service efficiency (speeds and passenger throughput) in the project study area; and
- Make transit service more environmentally beneficial by providing alternatives to auto travel and other environmental benefits, such as reduced air pollutants, including reductions in greenhouse gas emissions in the project study area.

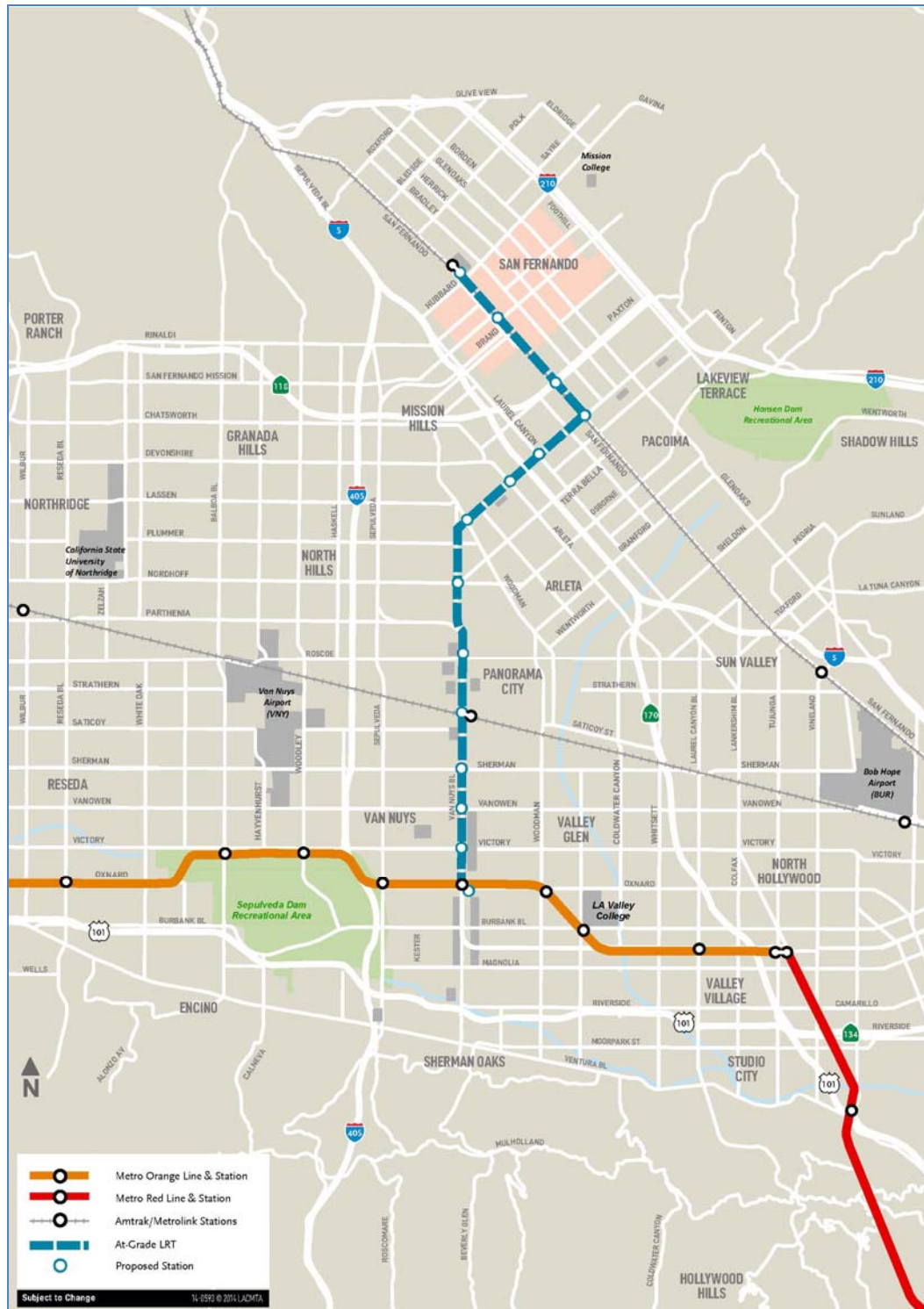
On June 28, 2018 the Metro Board of Directors formally identified a modified version of Alternative 4 (identified as “Alternative 4 Modified: At-Grade LRT” in the FEIS/FEIR) as the Locally Preferred Alternative (LPA). Factors that were considered by Metro in identifying Alternative 4 Modified: At-Grade LRT as the LPA include: the greater capacity of LRT compared to the Bus Rapid Transit alternatives, the reduced construction time and cost compared to the Draft EIS/EIR Alternative 4, fewer construction impacts compared to Draft EIS/EIR Alternative 4, and strong community support for a LRT. Additionally, Metro determined the LPA best fulfilled the project’s purpose and need to:

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

The LPA consists of a 9.2-mile median running at-grade LRT with 14 stations. Under the LPA, the LRT would be powered by electrified overhead lines and would have two tracks fully separated from automobile traffic, except at signalized intersections or controlled at-grade crossings. The LPA would travel 2.5 miles along the Metro-owned right-of-way used by the Antelope Valley Metrolink line and Union Pacific Railroad from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard, along and just east of San Fernando Road. Metrolink and the Union Pacific Railroad would continue to use a separate dedicated track. As the LPA approaches Van Nuys Boulevard it would transition to and operate in a semi-exclusive right-of-way in what is currently the median of Van Nuys Boulevard, for approximately 6.7 miles south to the Van Nuys Metro Orange Line Station. Stations would be constructed at approximately 3/4 -mile intervals along the entire route. The 9.2-mile route of the LPA is illustrated in Figure 1. For additional information on the LPA, please see Chapter 2 of the FEIS/FEIR.

LRT vehicles would be similar to those currently used throughout the existing Metro LRT system. Metro’s LRT system is designed to accommodate trains with up to three, 90-foot rail cars, for a total train length of 270 feet. Although LRT vehicles can operate at speeds of up to 65 mph in an exclusive at-grade guideway along Van Nuys Boulevard, they would not exceed the posted speed limit of the adjacent roadway, which is 35 mph. The LPA assumes a maximum speed of 65 mph when traveling within the Metro right-of-way adjacent to San Fernando Road. LRT vehicles could carry

Figure 1: LPA Alignment



Source: KOA, 2019.

approximately 230 seated passengers and up to 400 passengers when standing passengers on a three-car train are included. The LRT train sets would be configured with a driver's cab at either end, similar to other Metro light rail trains, allowing them to run in either direction without the need to turn around at the termini.

For the LPA, the proposed stations would have designs consistent with the Metro Rail Design Criteria (MRDC), including directive and standard drawings. Stations would be ADA compliant, including compliance with the requirements pertaining to rail platforms, rail station signs, public address systems, clocks, escalators, and track crossings.

Common elements would include signage, maps, fixtures, furnishings, lighting, and communications equipment. All stations would have center or side platforms, allowing passengers to access trains traveling in either direction. Typically, at-grade station platforms are 270 feet long (to accommodate three-car trains), 39 inches high (to allow level boarding and full accessibility, in compliance with the ADA), and a minimum of 12.2 feet wide for side platforms to 16 feet wide for center platform stations.

Canopies at the LRT stations would be approximately 13 feet high and would incorporate directional station lighting to enhance safety. LPA stations would include seating elements and contain ticket vending machines, variable message signs, route maps, and fare gates, as well as the name and location of the LRT station. In addition, Metro is moving to a fare gate system and such a system would be integrated into station design as appropriate.

Stations would also include bicycle parking and bike lockers at or near stations, as feasible. In addition, signage and safety and security equipment, such as closed-circuit televisions, public announcement systems, passenger assistance telephones, and variable message signs (providing real-time information), would be part of the amenities.

The LPA would require a number of additional elements to support vehicle operations, including an overhead catenary system (OCS) along the entire alignment, traction power substation (TPSS) units, communications and signaling buildings, and a maintenance and storage facility (MSF).

The MSF would provide secure storage of the LRT vehicles when they are not in operation, and regular light maintenance to keep them clean and in good operating condition as well as heavy maintenance. The MSF would accommodate both operational and administrative functions. The MSF would accommodate all levels of vehicle service and maintenance (i.e., progressive maintenance, scheduled maintenance, unscheduled repairs, warrantee service, and limited heavy maintenance) in addition to storage space for vehicles. The typical MSF would provide: interior and exterior vehicle cleaning, sanding, and inspection areas; maintenance and repair shops; storage yards for vehicles; and storage areas for materials, tools, and spare vehicle parts. The MSF would be the point of origin and termination for daily service.

MSF Option B, has been identified as the locally preferred site by the Metro Board. The MSF site would be approximately 25 acres in size. The MSF Option B site is located on the west side of Van Nuys Boulevard and is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. Access to the facility would be via two turnout tracks on

the west side of the alignment. A northbound turnout would be located in the vicinity of Saticoy Street. A southbound turnout would be located in the vicinity of Keswick Street.

The LPA is anticipated to operate with a 6-minute peak and 12-minute off-peak headways when it opens and is projected to operate at 5-minute peak and 10-minute off-peak once ridership begins to increase.

With implementation of the LPA, all curbside parking would be prohibited along Van Nuys Boulevard.

The number of travel lanes on Van Nuys Boulevard would be reduced from three to two lanes in each direction for the segment between the Metro Orange Line and Parthenia Street. North of that point, the LPA would maintain the two existing travel lanes in each direction to Laurel Canyon Boulevard and the existing one northbound lane and two southbound lanes along Van Nuys Boulevard from Laurel Canyon Boulevard to San Fernando Road.¹

Left turns from Van Nuys Boulevard onto cross streets would be maintained at most of the currently signalized intersections where the LRT would be running in the median. However, all vehicle movements across the median at currently unsignalized intersections would be prohibited. This would include left turns from Van Nuys Boulevard as well as left turns and through traffic from unsignalized side streets and private driveways. Motorists who desire to make a left turn onto an unsignalized cross street or into a driveway would have to make a U-turn at a signalized left-turn location or choose a route that would allow them to use a signalized cross street.

Left turns into and out of driveways would be blocked by the LRT dedicated guideway under the LPA. Only right turns into and out of minor cross streets and driveways would be allowed.

For the portion of the LPA alignment within the Metro-owned railroad right-of-way, the grade crossings at Paxton Street, Wolfskill Street, Brand Boulevard, Maclay Avenue, and Hubbard Avenue would be controlled by traditional vehicular crossing gates. The current single-track crossings would become three.

There would also be left-turn lane gates at signalized intersections along Van Nuys Boulevard where left turns are permitted across the LRT dedicated guideway. The gates would be activated whenever a train approaches the intersection to enhance safety at these locations.

There would be a pedestrian overcrossing or undercrossing at the Sylmar/San Fernando Metrolink Station from the LRT platform to the Metrolink platform.

All current crosswalks at signal-controlled intersections would be maintained. Between the signalized intersections, a barrier would be installed to prevent mid-block pedestrian crossings, as is Metro's current practice on its median-running LRT lines. Pedestrians would be required to walk to a signalized location to cross Van Nuys Boulevard. LRT passengers would reach the median station platforms from crosswalks at signalized intersections.

¹ In 2017, the City reconfigured Van Nuys Boulevard north of Laurel Canyon Boulevard to San Fernando Road to include a protected bike lane with two lanes in the south direction and one lane in the north direction.

Bicycle parking would be provided at or near Metro stations, as feasible. The existing bike lanes, which extend approximately two miles north along Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon Boulevard to San Fernando Road, would be removed due to right-of-way constraints.

The City of Los Angeles constructed a bicycle path within Metro's railroad right-of-way parallel to San Fernando Road. This existing Class I bike path would remain in place except in the City of San Fernando where the bike path would be relocated east in order to accommodate the relocated single Metrolink/UPRR track. The right-of-way is generally sufficiently wide enough to allow the bicycle path to remain alongside a pair of LRT tracks and a relocated track for Metrolink and the Union Pacific Railroad though some partial takes of adjacent properties would be required in the City of San Fernando. At the point where the LPA crosses the bicycle path, near the intersection of Pinney Street and San Fernando Road, a signalized grade crossing would be provided.

1.3.1 Project Phasing and an Initial Operating Segment

In order to ensure the objectives of the project are met in a timely manner and avoid delays due to the timing of funding availability, Metro is considering constructing the LPA in two phases. An Initial Operating Segment (IOS) was included in the FEIS/FEIR to enable Metro to realize potential cost savings from phasing the project and beginning work earlier on an initial segment. It should be noted that Metro is proceeding with IOS's on other projects for that reason and to specifically provide the decision-making body of Metro (the Metro Board) with flexibility in determining the most efficient and cost effective manner to implement those projects. Proceeding with an IOS for the proposed project will also allow further coordination to occur with the Public Utilities Commission (PUC) and Metrolink that will be necessary to accommodate double tracking of the Antelope Valley Line and with the City of San Fernando regarding traffic impacts at intersections in the City prior to development of the remaining northern segment of the LPA.

The first phase, or IOS, would run along the same alignment and have the same LRT design features, MSF, and operating and service characteristics as those described for the LPA; however, the IOS would only extend as far north as San Fernando Road and the proposed Van Nuys/San Fernando Station, rather than continuing 2.5 miles within the existing railroad right-of-way to the Sylmar/San Fernando Metrolink station, as would occur under the LPA. Therefore, it would have a smaller project footprint than the LPA and would include 11 stations and 11 TPSS units instead of the 14 stations and 14 TPSS units proposed under the LPA. It remains Metro's intent, however, to build the remaining northern 2.5 miles of the LPA located within the existing railroad right-of-way from the Van Nuys/San Fernando station to the Sylmar/San Fernando Metrolink station

A schedule for completing the second phase, i.e., the northern 2.5 miles, would be developed upon securing the necessary funding, resolution of ongoing discussions with the City of San Fernando regarding traffic impact issues, and obtaining necessary approvals from the Public Utilities Commission.

2 Statement of Significant Environmental Impacts and Required Findings

This section discusses the significant impacts and mitigation measures identified for the proposed project and makes findings for all significant impacts identified in the FEIS/FEIR for the LPA.

The FEIS/FEIR focused on those potential effects of the LPA on the environment that the Los Angeles County Transportation Authority (Metro), as the CEQA Lead Agency and project proponent, has determined may be significant in accordance with CEQA regulations. As described in Chapters 3 and 4 of the EIR, the proposed project could result in significant environmental impacts in the following issue areas, prior to mitigation:

- Transportation, Transit, Circulation, and Parking
- Land Use
- Visual Quality and Aesthetics
- Air Quality
- Noise and Vibration
- Geology, Soils, and Seismicity
- Hazardous Waste and Materials
- Ecosystems and Biological Resources
- Safety and Security
- Parklands and Community Facilities
- Historic, Archaeological, and Paleontological Resources

Each of the resource areas analyzed in the FEIS/FEIR is discussed in terms of:

- *Description of Significant Impacts* are specific descriptions of the environmental effects identified in the FEIS/FEIR as significant or potentially significant.
- *Mitigation Measures* are the proposed mitigation measures for the impacts identified as significant or potentially significant.
- *Findings* are the findings made in accordance with Section 21081 of CEQA. One of the three possible findings is made for each significant or potentially significant impact, as provided in Section 15091 of the CEQA Guidelines. The significance of the environmental impacts after mitigation is also provided.
- *Rationale* is a summary of the reasons for the findings.
- *References* are notations on the specific section in the EIR or other information source that support the findings.

2.1 Transportation, Transit, Circulation, and Parking

2.1.1 Description of Significant Impacts

Construction

Construction would occur over a period of approximately 4.5 to 5 years. The construction activity would likely be divided into separate work zones with varying levels of construction. The construction contractor would develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas. Additionally, where feasible, the construction contractor would temporarily restripe roadways including restriping turn lanes, through lanes, and parking lanes at the affected intersections to maximize the vehicular capacity at those locations affected by construction closures. A majority of construction-related travel (i.e., deliveries, hauling, and worker trips) would be scheduled during the off-peak hours.

At the start of construction within each work area, on-street parking areas would be removed for project-related construction activities and to accommodate the LRT alignment. This removal of parking would be permanent. Temporary street and lane closures may be necessary. The extent and duration of the closures would depend on a number of factors, including the construction contract limits and individual contractor's choices, and would be coordinated with the Cities of Los Angeles and San Fernando, as necessary. Restrictions on the extent and duration of the closures will be incorporated in the project construction specifications. In some cases, short-term full closures might be substituted for extended partial closures to reduce overall impacts. Community outreach to keep the public and businesses advised as to closures would be provided. Signage and access to businesses would also be provided. Additionally, traffic control officers should be placed at major intersections during peak hours to minimize delays related to construction activities.

Transit

Construction could take up to five years. The impacts on transit would be significant under CEQA due to the estimated duration and magnitude of construction activities required to relocate utilities, remove the existing roadbed, install the LRT system trackage, signals, power infrastructure, and install stations and related infrastructure.

Traffic

The construction traffic impacts would be significant under CEQA as a consequence of the estimated duration and magnitude of construction, which would include lane and street closures.

Pedestrian and Bicycle Facilities

Construction would require the permanent removal of bicycle facilities located within the work zones. This would be a significant impact under CEQA.

Operational

Traffic

Under the Existing-with-Project Scenario, the LPA would result in significant traffic impacts to the level of service (LOS)² at 16 of the 73 study intersections along the project corridor due to the reduction in the number of travel lanes and additional turn restrictions.

With implementation of the LPA, the shifts in traffic to the parallel corridors (Sepulveda and Woodman) would result in significant traffic impacts at 13 of the 51 study intersections along the parallel corridors under the Existing-with-Project scenario.

Under the Future-with-Project Scenario (Year 2040), the LPA would result insignificant traffic impacts at 20 of the 73 study intersections along the project corridor.

With the implementation of the LPA, the shifts in traffic to the Sepulveda and Woodman parallel corridors would result in significant traffic impacts at eight of the 51 study intersections under the Future-with-Project Scenario.

Pedestrian and Bicycle Facilities

Implementation of the LPA would affect existing and planned pedestrian and bicycle facilities. Project implementation would conflict with the City of Los Angeles Bicycle Plan, as designated bicycle lanes on Van Nuys Boulevard would not be feasible under the LPA. This would be a significant impact under CEQA. However, it should be noted that the City of Los Angeles General Plan Framework Element designates the corridor as a Transit Priority Segment, which conflicts with City of Los Angeles Bicycle Plan.

Cumulative

Cumulative Impacts during Construction

Construction

Under existing conditions, three of 73 study intersections operate at an unacceptable LOS of E or F. Future growth and development in the region would generate additional traffic on streets in the project corridor, which would adversely affect traffic flow and bus transit service. Although the lane or street closures required to construct the LPA would be temporary, they could, nonetheless, contribute to short-term increases in congestion for motorists and result in additional delays for bus vehicles, a potentially significant cumulative impact.

² On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criterion in determining transportation impacts under CEQA. This adoption was required by SB 743 and the recent changes to Section 15064.3 of the State CEQA Guidelines. Adoption by the City Council began a transition period during which projects that already have a signed memorandum of understanding (MOU) with LADOT and have filed an application with the Department of City Planning may continue analyzing transportation impacts with LOS, as long as the project will be adopted and through any appeal period prior to the State deadline of July 1, 2020. The DEIS/DEIR and the FEIS/FEIR included analyses of the proposed project's LOS and VMT impacts. Although the LPA identified in the FEIS/FEIR would result in significant intersection impacts based on LOS thresholds, it would result in a beneficial effect by reducing VMT.

Construction of the LPA would require the permanent removal of existing bicycle facilities on Van Nuys Boulevard within Los Angeles and would conflict with planned bikeways along the length of Van Nuys Boulevard identified in the City's Bicycle Plan. Therefore, the LPA would result in a cumulatively considerable contribution to a significant cumulative project effect on bicycle facilities.

Operational

Under existing conditions, three of 73 study intersections would operate at an unacceptable level-of-service (LOS) of E or F. Because of future growth and development and the resulting increases in traffic, under future baseline (2040) conditions, 16 of the 73 study intersections would operate at unacceptable LOS of E or F, a cumulatively significant impact. The LPA would convert two mixed-flow lanes to a dedicated LRT guideway, resulting in a reduction in roadway capacity for mixed-flow traffic. As a consequence, in 2040, 19 study intersections would operate at LOS of E or F, an increase of four intersections compared to the future baseline conditions. The LPA would result in a cumulatively considerable contribution to significant cumulative traffic impacts. However, it should be noted that based on the analysis of vehicle miles travelled (VMT) and other transportation performance metrics in the FEIS/FEIR, the LPA would have a beneficial impact on VMT and regional mobility.

2.1.2 Mitigation Measures

Construction

Transit

MM-TRA-1: The Traffic Management Plan shall require Metro to communicate closures and information on any changes to bus service to local transit agencies in advance and develop detours as appropriate. Bus stops within work areas shall be relocated, with warning signs posted in advance of the closure, and warnings and alternate stop notifications posted during the extent of the closure.

Traffic

MM-TRA-2: The Traffic Management Plan shall include the following typical measures, and others as appropriate:

- Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during the off-peak hours.
- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas.
- Where feasible, temporarily restripe roadways including turning lanes, through lanes, and parking lanes at the affected intersections to maximize the vehicular capacity at those locations affected by construction closures.
- Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at those locations affected by construction closures. In these areas where street parking is temporarily removed in front of businesses, the contractor shall provide wayfinding to other

nearby parking lots or temporary lots, with any temporary parking secured well in advance of parking being removed in the affected area.

- Place station traffic control officers at major intersections during peak hours to minimize delays related to construction activities.
- Assign a Construction Relations team inclusive of a manager, senior officers, and social media strategist to develop and implement the Metro Board's adopted Construction Relations model. The team will conduct the outreach program to inform the general public about the construction process, planned roadway closures, and anticipated mitigations through community briefings in public meeting spaces and use of signage (banners, etc.).
- Develop and implement a program with business owners to minimize effects to businesses during construction activities, including but not limited to signage, Eat, Shop, Play, and promotional programs.
- Consult and seek input on the designation and identification of haul routes and hours of operation for trucks with the local jurisdictions, school districts, and Caltrans. The selected routes should minimize noise, vibration, and other effects.
- To the extent practical, maintain traffic lanes in both directions, particularly during the morning and afternoon peak hours.
- Maintain access to adjacent businesses and schools (including passenger loading areas for parents dropping off students) via existing or temporary driveways or loading zones throughout the construction period.
- Coordinate potential road closures and detour routes and other construction activities that could adversely affect vehicle routes in the immediate vicinity of local schools with local school districts.
- Install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.

Pedestrian and Bicycle Facilities

MM-TRA-3: To ensure potential impacts on pedestrian and bicycle facilities are minimized to the extent feasible, the Traffic Management Plan and Traffic Control Plan shall include the following:

- Bicycle detour signs shall be provided, as appropriate, to route bicyclists away from detour areas with minimal-width travel lanes and onto parallel roadways.
- Sidewalk closure and pedestrian route detour signs shall be provided, as appropriate, that safely route pedestrians around work areas where sidewalks are closed for safety reasons or for specific construction work within the sidewalk area. In addition, the project contractor shall ensure appropriate "Open during Construction," wayfinding, and promotional signage for businesses affected by sidewalk closures is provided and access to these businesses is maintained.

Operational

Traffic

MM-TRA-4: During the Preliminary Engineering phase of the project, Metro will work with the Cities of Los Angeles and San Fernando to synchronize and coordinate signal timing and to optimize changes in roadway striping to minimize potential operational traffic impacts and hazards to the extent feasible.

Pedestrian and Bicycle Facilities

MM-TRA-5: Additional visual enhancements, such as high-visibility crosswalks that meet current LADOT design standards, to the existing crosswalks at each proposed station location shall be implemented to further improve pedestrian circulation.

MM-TRA-6: To further reduce potential adverse and less-than-significant pedestrian impacts, Metro shall prepare a First/Last Mile study that documents preferred pedestrian access to each station, general pedestrian circulation in the immediate vicinity of the station, and potential sites for connections to nearby bus services. The purpose of this study shall include ensuring sufficient circulation, access, and information important to users of the transit system. The results of the study shall be implemented through coordination between Metro and the local jurisdictions of the City of Los Angeles and the City of San Fernando.

MM-TRA-7: To reduce the potential impacts due to removal of the existing bike lanes extending approximately 2 miles north on Van Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon Boulevard to San Fernando Road, two parallel corridors have been identified for consideration and approval by the Los Angeles Department of Transportation (LADOT) as bike friendly corridors. These include Filmore Street to the west and Pierce Street to the east, which can be developed as Class III Bike Friendly streets by striping sharrows and providing signage. Metro shall also continue to work with LADOT to identify, to the extent feasible, replacement locations for Class II bike lanes that meet the goals and policies in the City of Los Angeles Bicycle Plan.

2.1.3 Findings

For the above impacts to Transportation, the following finding is made:

- ☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.
- ☐ 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
- ☒ 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 FEIS/FEIR.

The potential Transportation impacts due to the proposed project are found to be.

☒ Significant ☐ Not Significant

2.1.4 Rationale

Project construction would result in significant construction impacts on transit, traffic, and bicycle facilities, and less-than-significant impacts pedestrian facilities. Project operation would result in significant bicycle facilities and traffic impacts, and less-than-significant impacts on pedestrian facilities after implementation of proposed mitigation measures. Impacts on local transit would be less than significant but beneficial on overall regional transit service.

2.1.5 References

Chapter 3 Transportation, Transit, Circulation and Parking of the FEIS/FEIR describes the project's transportation, transit, circulation and parking impacts and identifies proposed feasible mitigation measures. Also, please note that mitigation measure MM-TRA-2 above incorporates revisions made in response to comment letter AL10 (see Appendix A1 to the FEIS/FEIR) from the Los Angeles Unified School District (see Appendix A2 for the responses to comment letter AL10).

2.2 Land Use

2.2.1 Description of Significant Impacts

Construction

Construction activities along the alignment would result in temporary nuisance impacts (e.g., noise, air quality impacts) on nearby land uses. Construction noise would result from the use of heavy equipment during construction activities, such as excavation, grading, ground clearing, and installing foundations and structures, as well as from trucks hauling materials to and from the construction areas. Air quality impacts would result from the generation of fugitive dust during ground disturbing activities, and from the operation of heavy-duty, diesel-fueled equipment, such as bulldozers, trucks, and scrapers. Additionally, construction staging areas would be established near the project alignment and used for equipment and material storage. The staging areas would be located within the right-of-way, parking lots, or on vacant land and would not require land from adjacent properties. No land acquisitions would be required for construction staging areas. Nonetheless, activities at the construction staging areas, similar to other construction activities along the alignment, would result in nuisance impacts on nearby sensitive land uses (e.g., residential, parks, schools, hospitals). Where temporary construction impacts on nearby land uses are determined to be significant (e.g., noise impacts), the land use incompatibility impacts would also be considered to be significant. Therefore, the construction impacts on nearby sensitive land uses would be potentially significant under CEQA, due to impacts exceeding the applicable CEQA thresholds and would be incompatible with existing land use plans and codes, before mitigation.

Operational

Under the LPA, significant traffic impacts would occur at 20 of 73 study intersections along the corridor. Since the LPA would result in localized traffic impacts, it would not fully achieve the congestion reduction objective specified in the City of Los Angeles General Plan, Transportation Element (Objective 2: To mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management). Though the LPA would not reduce congestion, the LPA would not conflict with the remainder of that objective. In addition, the LPA would conflict with an objective and policy in the City of Los Angeles General Plan, Air Quality Element (Objective 3.2. It is the objective of the City of Los Angeles to reduce traffic during peak periods; and Policy 3.2.1. Manage traffic congestion during peak periods). Therefore, the LPA, because of its localized traffic impacts, would conflict with local land use plan policies or objectives to reduce congestion, which would be a significant impact under CEQA.

Under the LPA, the existing Class II bike lanes on Van Nuys Boulevard north of Parthenia Street would be removed to make room for the LRT tracks. These changes would conflict with the City's Bicycle Plan because designated bicycle lanes on Van Nuys Boulevard, which are included as part of the Backbone Bicycle Network, would not be feasible with the implementation of the LPA. Although this conflict would occur, it should be noted that the Van Nuys Boulevard corridor is also designated a Transit Priority Segment within the City of Los Angeles General Plan Framework Element. Also, the City's proposed Mobility Element 2035 of the General Plan states in Section 2.9 that on a street that is designated as a Transit Enhanced Network, but is also intended to receive a bicycle lane, design elements for the transit can take precedence over the provision of a bicycle lane. Additionally, the City's Bicycle Plan includes planned bicycle lanes on Woodman Avenue (one-mile to the east of and parallel to Van Nuys Boulevard) between Ventura Boulevard and the Osborne Street and Nordhoff Street corridors. Bicycle lanes are also planned to connect the Osborne Street corridor to San Fernando Road. In addition, bicycle accommodations would be provided at LRT stations and on LRT trains, where feasible. Therefore, while Class II bicycle lanes along Van Nuys Boulevard would not be possible under the LPA, the ability for bicyclists to access areas in the project corridor would be retained, and the project would achieve other local planning goals of reducing reliance on the automobile and increasing transit ridership.

The LPA could also result in localized noise and vibration impacts due to the LRT vehicles operating on local roadways. Because the alignment would run in proximity to residential and recreation areas, sensitive receptors could be adversely affected by these impacts, which would conflict with an objective in the City of Los Angeles General Plan, Noise Element (Objective 2: Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses). To the extent that the LPA results in other significant adverse environmental impacts, it would further conflict with any local land use plan goals and policies intended to minimize those environmental impacts. Therefore, given those potential conflicts and those discussed above, the potential impacts under CEQA are considered to be significant.

Cumulative

The LPA would result in localized traffic impacts at 20 of the 73 study intersections along the corridor. Operation of the LRT facilities would also generate additional noise that could result in noise impacts on some nearby sensitive land uses. Past projects have resulted in localized traffic and noise impacts, and other present or reasonably foreseeable future projects in the area could further degrade traffic and noise conditions in the area. Therefore, cumulative impacts from past, present, and reasonably foreseeable future projects are significant. As a result, any adverse land use impacts from the LPA due to traffic and noise impacts would be considered cumulatively considerable. However, because noise impacts resulting from the LPA would be minimized or mitigated through mitigation measures, as identified in sections 4.8, Noise and Vibration, the alternative's contribution to cumulative noise impacts during operation would be reduced to less than cumulatively considerable after implementation of mitigation measures.

2.2.2 Mitigation Measures

Compliance Design Requirements and Design Features

Station areas for the LPA would be designed in accordance with local codes and ordinances.

Construction Mitigation Measures

The reader is referred to the respective air quality and noise mitigation measures in Sections 2.2 and 2.9, respectively of this document.

Operational Mitigation Measures

The reader is referred to the operational noise mitigation measures in Section 2.9 of this document.

No feasible mitigation measures have been identified to mitigate the localized traffic impacts that would occur under this alternative, which would conflict with land use plan policies and goals to reduce congestion.

2.2.3 Findings

For the above impacts to Land Use, the following findings are made:

- ☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.
- ☐ 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
- ☒ 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 FEIS/FEIR.

The potential Land Use impacts due to the proposed project are found to be.



Significant



Not Significant

2.2.4 Rationale

Proposed mitigation measures would reduce construction impacts to be less than significant under CEQA. The LPA operational impacts, because of its localized traffic impacts, would conflict with local land use plan policies or objectives to reduce congestion and would be significant and unavoidable. The removal of Class II bike lanes would also conflict with local land use plan policies. Although mitigation measure MM-TRA-7 (see above) is proposed. Impacts could still be significant after implementation of this measure. No additional feasible mitigation measures have been identified that would reduce these operational impacts to a less-than-significant level. However, it should also be noted that the LPA would provide regional transportation benefits by improving access to transit, increasing transit ridership, and reducing vehicle miles and hours traveled.

2.2.5 References

Section 4.1 of the EIR describes the LPA's land use impacts. Section 4.8, Noise and Vibration and Section 4.6, Air Quality of the EIR describe the impacts of the LPA on sensitive land uses along the corridor.

2.3 Visual Quality and Aesthetics

2.3.1 Description of Significant Impacts

Construction

Construction of the LPA could result in temporary visual impacts within and surrounding the project corridor due to the use of construction lighting, which could spill over onto adjacent properties and could result in glare that could adversely affect the clarity of nighttime views in the area; the presence of large equipment such as cranes and associated vehicles including bulldozers, backhoes, graders, scrapers, and truck; and the storage of construction materials in staging areas, which could be visible from public streets, sidewalks, and adjacent properties.

Construction activities would also require the removal of vegetation, including street trees (e.g., the landmark rows of palm trees along Van Nuys Boulevard in the Van Nuys Civic Center), which could significantly affect visual character and quality along the project corridor.

Operational

Impacts on scenic vistas, such as views of distant mountains, scenic resources, such as existing trees, vegetation, and historic buildings, and visual character would be significant under CEQA because the vertical elements proposed under the LPA such as the OCS, TPSS, a pedestrian bridge at the Sylmar/San Fernando Metrolink station (if constructed), as well as the MSF could obstruct or

diminish views and adversely visual quality substantially detract from existing views. The OCS, in particular, would substantially affect existing views of scenic vistas and resources because of their height, approximately 30 feet tall and the fact they would be located every 90 to 170 feet along the 9.2 miles of LRT tracks.

Cumulative

Construction activities associated with past, present, and reasonably foreseeable future projects that would result in visual impacts due to the presence of construction equipment and materials, would be less than significant because they would be temporary and impacts could be further minimized or mitigated through mitigation measures. Although construction of the LPA could also result in similar construction impacts and contribute to adverse cumulative impacts, because the impacts would be temporary and minimized by the proposed mitigation measures identified below, impacts during construction would not be cumulatively considerable.

Construction activities due to past, present, and reasonably foreseeable future projects that would result in the removal of or damage to scenic resources, including trees or other vegetation, could result in significant cumulative visual impacts. The removal of trees and vegetation due to construction of the LPA would contribute to those significant cumulative impacts. However, mitigation measures as identified below would reduce the project's contribution to potential cumulative impacts to less than significant.

During operation, the LPA would result in potentially significant operational visual impacts on sensitive viewer groups. Past projects have resulted in a highly urbanized landscape along the project corridor from the construction of buildings, transportation infrastructure, and other structures that have adversely affected scenic vistas, scenic resources, and visual character and quality. In addition, other present or reasonably foreseeable future projects in the area could further degrade the visual character and quality of the area. Therefore, cumulative impacts from past, present, and reasonably foreseeable future projects are significant. As a result, any adverse impacts from the LPA would be considered cumulatively considerable.

2.3.2 Mitigation Measures

Compliance Design Requirements and Design Features

The LPA would be designed in accordance with local codes and ordinances. This would include visual and aesthetic elements including siting and height restrictions, structure scale, streetscaping features, and landscape design.

Construction Mitigation Measures

MM-VIS-1: Construction staging shall be located away from residential and recreational areas and shall be screened to minimize visual intrusion into the surrounding landscape. The screening shall be a height and type of material that is appropriate for the context of the surrounding land uses. There shall be Metro-branded community-relevant messaging on the perimeter of the

construction staging walls. Lighting within construction areas shall face downward and shall be designed to minimize spillover lighting into adjacent properties.

MM-VIS-2: Vegetation removal shall be minimized and shall be replaced following construction either in-kind or following the landscaping design palette for the project, which would be prepared in consultation with the Cities of Los Angeles and San Fernando, including the City Tree Removal Policy and replacement ratio.

MM-VIS-3: Scenic resources, including landscape elements such as rows of palm trees (along Van Nuys Boulevard) or mature trees (along San Fernando Road) and uniform lighting, shall be preserved, where feasible.

Operational Mitigation Measures

The following measures are recommended to minimize potential impacts:

MM-VIS-4: Lighting associated with the project shall be designed to face downward and minimize spillover lighting into adjacent properties, in particular residential and recreational properties.

MM-VIS-5: Infrastructure elements shall be designed with materials that minimize glare.

2.3.3 Findings

For the above impacts to Visual Quality and Aesthetic, the following findings are made:

- ☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.
- ☐ 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
- ☒ 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 FEIS/FEIR.

The potential Visual Quality and Aesthetic impacts due to the proposed project are found to be.

☒ Significant ☐ Not Significant

2.3.4 Rationale

The potential construction impacts that could result in visual impacts within and surrounding the project corridor would be less than significant after implementation of proposed mitigation measures.

The potential operational impacts due to introduction of structures and vertical elements including the OCS would be significant. No feasible measures have been identified that would reduce impacts to a less-than-significant level.

2.3.5 References

Section 4.5, Visual Quality and Aesthetics, of the EIR describes the LPA's impacts on aesthetics and visual quality and identifies feasible mitigation measures.

2.4 Air Quality

2.4.1 Description of Significant Impacts

Construction

Project construction under the LPA would result in the short-term generation of criteria pollutant emissions. Emissions would include: (1) fugitive dust generated from curb/pavement demolition, site work, and other construction activities; (2) hydrocarbon (ROG) emissions related to the application of architectural coatings and asphalt pavement; (3) exhaust emissions from powered construction equipment; and (4) motor vehicle emissions associated with construction equipment, worker commute, and debris-hauling activities. Estimated worst-case regional construction emissions would exceed the SCAQMD regional emissions thresholds for reactive organic gases (ROG) and nitrogen oxides (NOx) and localized construction mass emissions would exceed SCAQMD thresholds for NOx and fine particulate matter (PM₁₀ and PM_{2.5}), which would be a significant impact.

2.4.2 Mitigation Measures

Compliance Design Requirements and Design Features

The project would comply with all applicable SCAQMD Rules, which include Rule 403 (fugitive dust), Rule 431.2 (sulfur content of liquid fuels) and Rule 1113 (architectural coatings), among other rules.

Construction Mitigation Measures

The following measures are prescribed and shall be implemented to reduce short-term construction emissions that exceed SCAQMD significance thresholds:

MM-AQ-1: Construction vehicle and equipment trips and use shall be minimized to the extent feasible and unnecessary idling of heavy equipment shall be avoided.

MM-AQ-2: Solar powered, instead of diesel powered, changeable message signs shall be used.

MM-AQ-3: Electricity from power poles, rather than from generators, shall be used where feasible.

MM-AQ-4: Engines shall be maintained and tuned per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Periodic,

unscheduled inspections shall be conducted to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.

MM-AQ-5: Any tampering with engines shall be prohibited and continuing adherence to manufacturer's recommendations shall be required.

MM-AQ-6: New, clean (diesel or retrofitted diesel) equipment meeting the most stringent applicable federal or state standards shall be used and the best available emissions control technology shall be employed. Tier 4 engines shall be used for all construction equipment. If non-road construction equipment that meets Tier 4 engine standards is not available, the Construction Contractor shall be required to use the best available emissions control technologies on all equipment.

MM-AQ-7: EPA-registered particulate traps and other appropriate controls shall be used where suitable to reduce emissions of diesel particulate matter (PM) and other pollutants at the construction site.

MM-AQ-8: Consistent with South Coast Air Quality Management District Rule 1113, all architectural coatings for building envelope associated with the project shall use coatings with a Volatile Organic Compound content of 50 grams per liter or less.

MM-AQ-9: The Design-Builder shall implement feasible means and methods that would minimize cumulative air quality impacts during the construction period, including, but not limited to, the following:

1. Timing project-related construction activities associated with the MSF, stations, and track installation such that overlapping schedules are minimized.
2. Timing project-related construction activities so that overlapping schedules with other projects in the area are avoided.
3. Reducing the number of pieces of diesel-fueled equipment used at a given time when construction activities occur in the vicinity of sensitive receptors, such as residences, schools, parks, hospitals, and nursing homes.

2.4.3 Findings

For the above impacts to air quality, the following findings are made:

- ☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.
- ☐ 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

- ☒ 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 FEIS/FEIR.

The potential air quality impacts due to the proposed project are found to be.

- ☒ Significant ☐ Not Significant

2.4.4 Rationale

Construction of the LPA would result in the emission of ROGs and NOx in excess of regional thresholds. ROG and NOx emissions would be reduced below the regional thresholds following the implementation of mitigation measures. Construction of the LPA would exceed the LSTs for PM₁₀ and PM_{2.5} after the implementation of mitigation measures, which would be an unavoidable significant impact. No additional feasible mitigation measures have been identified to reduce PM₁₀ and PM_{2.5} to a less-than-significant impact.

2.4.5 References

Section 4.6, Air Quality, of the EIR describes the LPA's impacts on air quality and identifies proposed feasible mitigation measures.

2.5 Noise and Vibration

2.5.1 Description of Significant Impacts

Construction

Noise from construction of the LPA would result in a significant impact. Construction of the LPA would require the use of heavy earth-moving equipment, pneumatic tools, generators, concrete pumps, and similar equipment. The predicted noise level from a typical 8-hour work-shift is 87 dBA (8-hour L_{eq}) at 50 feet, which is about 15 to 20 decibels higher than the ambient noise level.

Many construction activities, such as pavement breaking and the use of tracked vehicles such as bulldozers could result in noticeable levels of ground-borne vibration. These activities would be limited in duration and vibration levels are likely to be well below thresholds for minor cosmetic building damage. However, the predicted vibration levels for equipment that produces the highest levels of vibration, such as a vibratory roller, is about equal to the construction vibration CEQA significance threshold for non-engineered and timber masonry buildings at a distance of 25 feet.

Operational

Changes in noise levels as a result of the LPA would occur as a result of the introduction of light rail vehicles and a decrease in the volume of buses. The predicted noise levels would exceed the CEQA significance thresholds at eight clusters of residences. Moderate noise impacts are predicted at an additional 67 clusters of sensitive receivers, which extend along much of Van Nuys Boulevard. TPSSs

are the only ancillary equipment associated with the LPA that have the potential to cause noise impacts. Noise impact is predicted to occur at ten clusters of sensitive receivers, which are all located within 20 feet of a TPSS site.

The predicted vibration levels from LRT trains would exceed the CEQA significance threshold at 24 clusters of residential receivers and two institutional land use areas. There are a total of 705 residential units within the clusters of sensitive receivers where vibration impacts are predicted:

- **Van Nuys Boulevard between Parthenia Street and Woodman Avenue.** Vibration propagation measurements show that there is very efficient vibration propagation through this area, where multifamily residences line both sides of Van Nuys Boulevard. Vibration levels are predicted to exceed the residential threshold level by 5 decibels.

Traditional crossovers can increase vibration levels by up to 10 dB at nearby receivers. Due to the close proximity of receivers to the alignment, predicted vibration levels assume the use of low-impact devices such as spring or conformal frogs, which increase vibration levels less dramatically, by around 5 dB. Without the low-impact frogs, impacts are predicted at 6 additional residential and 2 additional institutional locations. Assuming the use of low-impact frogs, predicted vibration impacts remain at two crossover locations:

- **Van Nuys Boulevard and Osborne Street.** This crossover increases vibration levels for multifamily residences on the east and west sides of Van Nuys Boulevard. The predicted vibration levels exceed the limit by up to 4 dB at these receivers.
- **Van Nuys Boulevard and Canterbury Avenue.** The crossover to the in-line siding track at this location is predicted to increase vibration levels for the two multifamily residential buildings north of Van Nuys Boulevard, and a cluster of single-family residences east of Canterbury Avenue and south of Van Nuys Boulevard. Vibration levels exceed the limit by up to 4 dB at these receivers.

Cumulative

Construction Impacts

The residual increases in noise levels due to the LPA, when combined with increased noise generated by other sources or projects in the vicinity of the project study area, could result in adverse cumulative noise impacts. The significance of cumulative noise impacts would depend on the locations of other proposed projects and potential sources of noise and the extent to which they would increase noise levels within the project study area during construction of the LRT. Although it's not possible to predict with certainty what future projects would contribute to cumulative noise levels and to quantify the increase in noise levels; nonetheless, because the construction noise levels associated with the LPA could increase ambient noise levels by as much as 15 to 20 decibels, the project's contribution would be cumulatively considerable over the temporary construction period.

Because vibration impacts are evaluated based on single-event levels, the fact that the cumulative vibration impacts project study area is limited to within 50 feet of project construction activities, and because mitigation measures would reduce vibration generated by the LPA's construction activities to a less-than-significant level, the probability is very low that a project construction activity and

another single-event activity would occur simultaneously and in very close proximity and would result in a significant cumulative impact. Therefore, during construction, the proposed LPA and other projects are not expected to result in significant cumulative vibration impacts on sensitive uses within the project study area.

Operational Impacts

Because roadway noise is the primary source of existing noise in the corridor, increases in roadway traffic volumes over time due to cumulative growth and development could also increase ambient noise levels in the area. However, future increases in roadway traffic are expected to result in a less than 1-decibel increase in community noise levels. The estimated increase in noise from the LRT, however, would be significant. Consequently, the cumulative impacts due to operational noise from the LPA and roadway traffic would be significant. However, proposed mitigation measures would reduce the operational noise impacts to a less-than-significant level; therefore, the noise impacts from the LPA would not be cumulatively considerable after mitigation.

A possibly significant source of noise along the San Fernando Road portion of the corridor is the proposed Brighton to Roxford double track commuter rail project. If the double track commuter rail project were constructed in the Metro owned railroad right-of-way along San Fernando Road, it would likely result in a significant noise impact and require noise mitigation. However, it is not known whether commuter rail noise impacts could be mitigated to a less-than-significant level. Therefore, although the potential increase in noise levels along San Fernando due to the LPA would be less than significant after mitigation, remaining noise due to the LPA, when combined with other future sources of noise along San Fernando Road, such as the double track project, would be cumulatively considerable or significant.

Because vibration impact is evaluated based on single-event levels and because it is unlikely that a LRT vehicle and other potential vibration sources would simultaneously pass by a vibration-sensitive use within 150 feet, operation of the LPA is not expected to result in significant cumulative vibration impacts.

2.5.2 Mitigation Measures

Construction Mitigation Measures

Construction noise impacts can be reduced with operational methods, scheduling, equipment choice, and acoustical treatments. The following best-practice noise mitigation measures shall be implemented to minimize annoyance from construction noise:

MM-NOI-1a: Specific measures to be employed to mitigate construction noise impacts shall be developed by the contractor and presented in the form of a Noise Control Plan. The Noise Control Plan shall be submitted for review and approval before the beginning of construction noise activities.

MM-NOI-1b: The contractor shall adequately notify the public of construction operations and schedules no less than 72 hours in advance of construction through a construction notice with confirmed details and a look-ahead briefing several weeks in advance.

MM-NOI-1c: If a noise variance from Section 41.40(a) of the Los Angeles Municipal Code is sought for nighttime construction work, a noise limit shall be specified. The contractor shall employ a combination of the noise-reducing approaches listed in MM-NOI-1d to meet the noise limit.

MM-NOI-1d: Where feasible, the contractor shall use the following noise-reducing approaches:

- The contractor shall use specialty equipment with enclosed engines and/or high-performance mufflers.
- The contractor shall locate equipment and staging areas as far from noise-sensitive receivers as possible.
- The contractor shall limit unnecessary idling of equipment.
- The contractor shall install temporary noise barriers to enclose stationary noise sources, such as compressors, generators, laydown and staging areas, and other noisy equipment.
- The contractor shall reroute construction-related truck traffic away from residential buildings to the extent practicable.
- The contractor shall sequence the use of equipment so that simultaneous use of the loudest pieces of equipment is avoided as much as practicable.
- The contractor shall avoid the use of impact equipment and, where practicable, use non-impact equipment. Non-impact equipment could include electric or hydraulic-powered equipment rather than diesel and gasoline-powered equipment where feasible.
- The contractor shall use portable noise control enclosures for welding in the construction staging area.
- The contractor shall use lined or covered storage bins, conveyors, and chutes with noise-deadening material for truck loading and operations.
- Contractor shall use strobe lights or other OSHA-accepted methods rather than back-up alarms during nighttime construction.

MM-VIB-1: Where equipment, such as a vibratory roller, that produces high levels of vibration is used near buildings, the Construction Vibration Control Plan shall also include mitigation measures to minimize vibration impact during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:

- The contractor shall minimize the use of tracked vehicles.
- The contractor shall avoid vibratory compaction.
- The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

Operational Mitigation Measures

Predicted noise levels exceed the CEQA significance thresholds at eight clusters of sensitive receivers. The clusters of sensitive receivers are located near curves in the track alignment, the intersection of Van Nuys Boulevard and San Fernando Road where a row of buildings would be removed, and the intersection of Van Nuys Boulevard and Vesper Avenue. The following measures will be incorporated:

MM-NOI-2a: A sound wall shall be constructed at the northern edge of the alignment where the LRT curves to transition between Van Nuys Boulevard and San Fernando Road, in the area bounded by Pinney Street, El Dorado Avenue, Van Nuys Boulevard, and San Fernando Road. The sound wall shall be constructed to mitigate the increase in traffic noise levels that would result from removing the row of buildings in this area. Sound walls shall be constructed in such a fashion as to not impair the Train Operator vision triangle –sightlines.

MM-NOI-2b: Friction control shall be incorporated into the design for the curves at Van Nuys Boulevard/San Fernando Road, Van Nuys Boulevard/El Dorado Boulevard, and Van Nuys Boulevard/Vesper Avenue. Friction control may consist of installing lubricators on the rail or using an onboard lubrication system that applies lubrication directly to the wheel.

Noise impacts are also predicted near ten of the proposed TPSS sites. The measures to mitigate noise from the TPSS units are:

MM-NOI-3a: The following noise limit shall be included in the purchase specifications for the TPSS units: TPSS noise shall not exceed 50 dBA at a distance of 50 feet from any part of a TPSS unit.

MM-NOI-3b: The TPSS units shall be located within the parcel as far from sensitive receivers as feasible. If possible, the cooling fans shall be oriented away from sensitive receivers.

MM-NOI-3c: If necessary, a sound enclosure shall be built around the TPSS unit to further reduce noise levels at sensitive receivers to below the applicable impact threshold.

Predicted vibration levels could be reduced to below the CEQA significance thresholds at all sensitive receivers with traditional floating slab track and use of low-impact frogs. A floating slab consists of a concrete slab supported by rubber or steel springs. Floating slab is the most expensive vibration mitigation measure; however, it provides the most reduction in vibration levels. Further investigation may show that vibration levels could be reduced to below the applicable thresholds with a less expensive option, such as a continuous mat floating slab. Low-impact frogs such as conformal frogs and spring frogs result in a smoother transition over the gaps, reducing noise and vibration levels. Conformal frogs smooth the transition through wing slopes which match the wheel profile, and spring frogs use a spring-loaded mechanism. A moveable point frog includes a signal mechanism which allows trains running on the mainline to avoid any gaps in the rail, eliminating the noise and vibration impact of the special trackwork. Moveable point frogs are required mitigation measures in areas where other low-impact frogs do not provide enough vibration reduction.

MM-VIB-2a: Metro shall complete additional vibration analysis to confirm the locations where vibration levels would exceed NEPA significance thresholds as defined in the FTA (2018) *Transit Noise and Vibration Impact Assessment* guidance manual. Where exceedances would occur, the contractor shall employ methods to reduce vibration to levels below applicable thresholds. A floating-slab track, a continuous-mat floating slab, or a vibration-isolated embedded track system, such as QTrack, or other feasible measures, could be considered.

MM-VIB-2b: The contractor shall install moveable point frogs at the crossovers on Van Nuys Boulevard/Osborne Street and at Van Nuys Boulevard/Canterbury Avenue. If further investigation confirms that an alternative low-impact frog would reduce vibration levels below the applicable thresholds, the alternative may be installed.

MM-VIB-2c: Low-impact frogs such as conformal frogs or spring frogs shall be used at all crossovers and turnouts not covered under MM-VIB-2b. Traditional crossovers may be used in locations where analysis shows vibration levels will not exceed the applicable thresholds at nearby sensitive receivers.

2.5.3 Findings

For the above impacts to Noise and Vibration, the following findings are made:

- ☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.
- ☐ 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
- ☒ 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 FEIS/FEIR.

The potential Noise and Vibration impacts due to the proposed project are found to be.

☒ Significant ☐ Not Significant

2.5.4 Rationale

The noise and vibration from construction of the LPA would be temporary; however, due to the increase in noise levels above ambient levels, the LPA would still result in significant and unavoidable impacts, even with implementation of proposed mitigation measures.

The noise and vibration from operation of the LRT would result in less-than-significant impacts with implementation of proposed mitigation measures.

2.5.5 References

Section 4.8 Noise and Vibration of the EIR describes the LPA's noise and vibration impacts and identifies proposed feasible mitigation measures.

2.6 Geology, Soils, and Seismicity

2.6.1 Description of Significant Impacts

Operational

On the north end of the alignment, the proposed pedestrian bridge or underpass for the Sylmar/San Fernando Metrolink Station is located within an Alquist-Priolo Geologic Hazards Zone (APEFZ) (see Figure 4.9-1 in the FEIS/FEIR). In addition, the Pacoima Wash Bridge on San Fernando Road is located in the City of Los Angeles FRSA (see Figure 4.9-1). If further studies indicate that there is a potential for fault rupture at the proposed Sylmar/San Fernando Metrolink Station pedestrian crossing and/or the Pacoima Wash Bridge on San Fernando Road, the fault rupture hazards to these project facilities could be significant.

Other project structures along the alignment including the Pacoima Channel Bridge, traffic and pedestrian signs, and train stop canopies would be subject to strong seismic ground shaking and could pose a hazard to riders and passers-by. In addition, the proposed catenary wires, traffic and pedestrian signs, and train stop canopies south of Vanowen Street would be subject to potential liquefaction hazards. The catenary wires would move during a seismic event and the system, like other light rail systems currently operated by Metro, would need to be inspected prior to continuing service.

Cumulative

Cumulative impacts could occur if subsurface excavations under the LPA and other nearby projects result in ground and differential settlement that could affect adjacent properties. However, the LPA includes mitigation measure MM-GEO-2. Compliance with mitigation measures, regulatory requirements, and design features would minimize impacts and as a consequence, the LPA would not result in a cumulatively considerable contribution to a significant cumulative impact on ground and differential settlement. Therefore, compliance with proposed design and mitigation measures would reduce potential impacts to a less-than-significant level.

2.6.2 Mitigation Measures

Compliance Design Requirements and Design Features

Construction and design would be performed in accordance with Metro's Design Criteria, the latest federal and state seismic and environmental requirements, and state and local building codes.

Operational Mitigation Measures

To reduce and minimize potential geologic hazards to project facilities and operations, the following Metro standard design criteria shall be implemented according to the *Metro Rail Design Criteria*, 2012.

MM-GEO-1: Metro design criteria require probabilistic seismic hazard analyses (PSHA) to estimate earthquake loads on structures. These analyses take into account the combined effects of all nearby faults to estimate ground shaking. During Final Design, site-specific PSHAs shall be used as the basis for evaluating the ground motion levels along the project corridor. The structural elements of the proposed project shall be designed and constructed to resist or accommodate appropriate site-specific estimates of ground loads and distortions imposed by the design earthquakes and conform to Metro's *Design Standards for the Operating and Maximum Design Earthquakes*. The concrete structures are designed according to the *Building Code Requirements for Structural Concrete* (ACI 318) by the American Concrete Institute.

MM-GEO-2: At liquefaction or seismic settlement prone areas, evaluations by geotechnical engineers shall be performed during Final Design to provide estimates of the magnitude of the anticipated liquefaction or settlement. Based on the magnitude of evaluated liquefaction, either structural design, or ground improvement (such as deep soil mixing) or deep foundations to non-liquefiable soil (such as drilled piles) measures shall be selected. Site-specific design shall be selected based on State of California guidelines and design criteria set forth in the *Metro Seismic Design Criteria*.

2.6.3 Findings

For the above impacts to Geology, the following findings are made:

- ☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.
- ☐ 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
- ☐ 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 FEIS/FEIR.

The potential Geology impacts due to the proposed project are found to be.

☐ Significant ☒ Not Significant

2.6.4 Rationale

Impacts would be less than significant under CEQA after implementation of the mitigation measures identified above.

2.6.5 References

Section 4.9, Geology, Soils, and Seismicity, of the EIR describes the LPA's geotechnical impacts and identifies proposed feasible mitigation measures.

2.7 Hazardous Waste and Materials

2.7.1 Description of Potential Impacts

Construction

Construction of proposed improvements may encounter hazardous materials during grading and excavation within the right-of-way. The Environmental Site Assessment (ESA) prepared in support of the FEIS/FEIR indicated that in or adjacent to the project right-of-way, there are potential instances of leaking underground storage tanks (LUSTs) and hazardous substances from industrial activities. In addition, it is likely that lead and arsenic may have been deposited within the soil along the project alignment and may occur at hazardous levels. Dust created from construction activities may contain hazardous contaminants. Construction equipment contains fuel, hydraulic oil, lubricants, and other hazardous materials, which could be released accidentally during operation of the equipment.

The LPA also includes MSF and TPSS facilities. The ESA indicated historical land usage as auto repair facilities, waste transfer facilities, manufacturing, and other industrial purposes at the potential properties to be acquired for the proposed MSF and TPSS sites. During demolition of the existing structures, lead based paint (LBP) and asbestos containing materials (ACM) may be encountered in waste building materials. The construction work for the proposed MSF and TPSS sites would generally include excavations in the upper 5 to 10 feet of soil and may encounter subsurface hazardous waste residue from spills or releases from the former facilities. Construction of the MSF and TPSS facilities would include removal of existing hazardous materials within the construction footprint.

Cumulative

The cumulative impacts are similar to the project impacts, disturbance of contaminated soils or groundwater could expose workers, the public, and environment to increased hazards and result in cumulative hazardous materials impacts. The extent of potential cumulative impacts would depend on the location and extent of construction, the level of any on-site contamination, as well as construction practices and methods. Given the extent of construction to construct the LPA, including the MSF, stations, and TPSS, there is a high probability that contaminated soils or groundwater would be encountered during construction.

2.7.2 Mitigation Measures

Compliance Requirements and Design Features

Compliance with the federal, state, and local regulations listed in Section 4.10.1.1 governing the investigation, testing, handling, treatment, transport, and disposal of hazardous wastes and materials would minimize potential impacts due to encountering hazardous materials. The project would also comply with all applicable SCAQMD Rules relevant to hazardous waste and materials including Rule 403 (fugitive dust).

Construction Mitigation Measures

MM-HAZ-1: An environmental investigation shall be performed during design for transit structures, TPSS locations, stations, and the MSF. The environmental investigation shall collect soil, groundwater, and/or soil gas samples to delineate potential areas of contamination that may be encountered during construction or operations. The environmental investigation shall include the following:

- Properties potentially to be acquired are listed on multiple databases and shall be evaluated further for contaminants that were manufactured, stored, or released from the facility. If contaminated soil (e.g., soil contaminated from organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and/or other hazardous substances) is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.
- Phase II subsurface investigations for potential impacts from adjoining current or former underground storage tanks (UST) sites and nearby LUST sites.
- A Phase II subsurface investigation to evaluate potential presence of PCE shall be performed along the portions of the project alignment that are adjacent to former and current dry cleaners. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.
- If construction encroaches into the two former plugged and abandoned dry-hole oil exploration wells mapped adjacent to the proposed project right-of-way, the project team shall consult with DOGGR regarding the exact locations of the abandoned holes and the potential impact of the wells on proposed construction.
- The locations of proposed improvements involving excavations adjacent to (within 50 feet of) the electrical substation shall be screened prior to construction by testing soils within 5 feet of the existing ground surface for polychlorinated biphenyls (PCB)s. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.
- Buildings that will be demolished shall have a comprehensive ACM inspection prior to demolition. In addition, ACM may be present in the existing bridge crossings at the Pacoima Diversion Channels. If improvements associated with the proposed project will disturb the existing bridge crossings, then these structures shall be evaluated for suspect ACM. If ACM is found, it shall be removed, and transported to an approved disposal location according to state law.

- Areas where soil may be disturbed during construction shall be tested for ADL according to Caltrans ADL testing guidelines. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.
- Lead and other heavy metals, such as chromium, may be present within yellow thermoplastic paint markings on the pavement. These surfacing materials shall be tested for LBP prior to removal. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.
- Former railroad rights-of-way that crossed or were adjacent to the project right-of-way may contain hazardous materials from the use of weed control, including herbicides and arsenic, and may also contain Treated Wood Waste (TWW). Soil sampling for potentially hazardous weed control substances shall be conducted for health and safety concerns in the event that construction earthwork involves soil removal from the former railroad rights-of-way. If encountered during construction, railroad ties designated for reuse or disposal (including previously salvaged railroad ties in the project right-of-way) shall be managed or disposed of as TWW in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386.

MM-HAZ-2: The contractor shall implement a Worker Health and Safety Plan prior to the start of construction activities. All workers shall be required to review the plan, receive training if necessary, and sign the plan prior to starting work. The plan shall identify properties of concern, the nature and extent of contaminants that could be encountered during excavation activities, appropriate health and environmental protection procedures and equipment, emergency response procedures including the most direct route to a hospital, and contact information for the Site Safety Officer.

MM-HAZ-3: The contractor shall implement a Contaminated Soil/Groundwater Management Plan during construction to establish procedures to follow if contamination is encountered in order to minimize associated risks. The plan shall be prepared during the final design phase of the project, and the construction contractor shall be held to the level of performance specified in the plan. The plan shall include procedures for the implementation of the following measures:

- Contacting appropriate regulatory agencies if contaminated soil or groundwater (e.g., groundwater contaminated from organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and/or other hazardous substances) is encountered
- Sampling and analysis of soil and/or groundwater known or suspected to be impacted by hazardous materials
- The legal and proper handling, storage, treatment, transport, and disposal of contaminated soil and/or groundwater shall be delineated and conducted in consultation with regulatory agencies and in accordance with established statutory and regulatory requirements in Section 4.10.1.1 of this EIR
- Implementation of dust control measures such as soil wetting, wind screens, etc., for contaminated soil

- Groundwater collection, treatment, and discharge shall be performed according to applicable standards and procedures listed in Section 4.10.1.1 of this EIR

MM-HAZ-4: The contractor shall properly maintain equipment and properly store and manage related hazardous materials, so as to prevent motor oil, or other potentially hazardous substances used during construction, from spilling onto the soil. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.

MM-HAZ-5: If reconstruction of the Pacoima Wash bridge that crosses Metro right-of-way is required, the construction spoils (e.g., excavated soils, cuttings generated during installation of CIDH piles), including those in contact with the groundwater, shall be contained and tested for total chromium, 1,4-dioxane, trichloroethylene (TCE), and PCE to determine appropriate disposal.

MM-HAZ-6: A Contaminated Soil/Groundwater Management Plan shall be prepared during final design that describes appropriate methods and measures to manage contamination encountered during construction.

2.7.3 Findings

For the above impacts to hazards and hazardous materials, the following finding is made:

- ☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.
- ☐ 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
- ☐ 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 FEIS/FEIR.

The potential hazards and hazardous materials impacts due to the proposed project are found to be.

- ☐ Significant ☒ Not Significant

2.7.4 Rationale

While construction on the project site has potential to encounter hazardous materials in excavated soils, groundwater, or in the materials of the demolished buildings, mitigation measures would ensure that, if encountered, these hazardous materials are handled appropriately to minimize the risk of exposure to construction workers and the general population.

2.7.5 References

Section 4.10 of the EIR describes the LPA's hazardous waste and materials impacts and identifies proposed feasible mitigation measures.

2.8 Ecosystems and Biological Resources

2.8.1 Description of Significant Impacts

Construction

Construction of major project components would require removal of trees, which could potentially affect nesting birds and/or tree roosting bats. Construction would also result in increases in noise, movement, and vibration at the bridges over the Pacoima Wash, the Pacoima Diversion Canal, and East Canyon Creek and the existing overpasses at Interstate 5, State Route 118, and the Union Pacific Railroad (on Van Nuys Boulevard). As a consequence, the LPA could result in potentially significant impacts under CEQA to nesting birds or roosting bats if construction activities remove vegetation where nesting birds are present or affect structures or vegetation used by special-status bat species. However, Mitigation Measures BIO-1 and BIO-2, detailed below, would reduce potential impacts to less than significant under CEQA.

The potential bridge upgrades required under the LPA could potentially affect Waters of the US (WoUS), Waters of the State (WoS), and California Department of Fish and Wildlife (CDFW) jurisdictional streambeds, though it should be noted that the channels that may be affected on are concrete lined and contain trace amounts of vegetation. If project-related impacts in WoUS occur, permitting under Section 404 of the Clean Water Act (CWA) may be required, most likely in the form of a Nationwide Permit 14 if project-related impacts on WoUS are less than 0.5 acre. Impacts on WoUS/WoS would also trigger the need for a Section 401 Certification, issued by the Regional Water Quality Control Board (RWQCB). Acquisition of these permits would ensure compliance with CWA (Section 401 and 404). A streambed Alteration Agreement, as regulated by Section 1602 of the California Fish and Game Code, would be required for project-related impacts on a CDFW jurisdictional streambed.

If permanent impacts on WoUS/WoS and CDFW unvegetated streambeds are unavoidable, compensatory mitigation may be required under section 401 and 404 of the CWA and Section 1602 of the California Fish and Game Code. This is expected to be required at a minimum 1:1 ratio. Final compensatory mitigation will be determined during the aquatic permitting process. In addition, temporary impacts would be required to be restored to pre-project conditions at the location of these impacts. Impacts on WoUS/WoS and CDFW streambeds would be less than significant under CEQA after compliance with regulatory permit requirements and implementation of mitigation measure MM BIO-3 described below.

2.8.2 Mitigation Measures

Construction Mitigation Measures

MM-BIO-1: Avoid and Minimize Project-Related Impact on Special-Status Bat Species

In the maternity season (April 15 through August 31) prior to the commencement of construction activities, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts (including palm trees) on or within 100 feet of the project boundaries. Should a potential roost be identified that will be affected by proposed construction activities, a visual inspection and/or one-night emergence survey shall be used to determine if it is being used as a maternity-roost.

To avoid any impacts on roosting bats resulting from construction activities, the following measures shall be implemented:

Bridges and Overpasses

- Should potential bat roosts be identified that will require removal, humane exclusionary devices shall be used. Installation would occur outside of the maternity season and hibernation period (February 16-April 14 and August 16-October 30, or as determined by a qualified biologist) unless it has been confirmed as absent of bats. If the roost has been determined to have been used by bats, the creation of alternate roost habitat shall be required, with CDFW consultation. The roost shall not be removed until it has been confirmed by a qualified biologist that all bats have been successfully excluded.
- Should an active maternity roost be identified, a determination (in consultation with the California Department of Fish and Wildlife or a qualified bat expert) shall be made whether indirect impacts of construction-related activities (i.e., noise and vibration) could substantially disturb roosting bats. This determination shall be based on baseline noise/vibrations levels, anticipated noise-levels associated with construction of the proposed project, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment of a day-roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist.

Trees

All trees to be removed as part of the project shall be evaluated for their potential to support bat roosts. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist.

- If trees with colonial bat roost potential require removal during the maternity season (April 15 through August 31), a qualified bat biologist shall conduct a one-night emergence survey during acceptable weather conditions (no rain or high winds, night temperatures above 52°F) or if conditions permit, physically examine the roost for presence or absence of bats (such as with lift equipment) before the start of construction/removal. If the roost is determined to be occupied

during this time, the tree shall be avoided until after the maternity season when young are self-sufficiently volant.

- If trees with colonial bat roost potential require removal during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability. (October 31 through February 15, but is dependent on specific weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active.
- Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16 through April 14 and August 16 through October 30, or as determined by a qualified biologist) using a two-step tree trimming process that occurs over 2 consecutive days. On Day 1, under the supervision of a qualified bat biologist, Step 1 shall include branches and limbs with no cavities removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately (rarely) or, after emergence, will avoid returning to the roost. On Day 2, Step 2 of the tree removal may occur, which would be removal of the remainder of the tree. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist and then the limb with the potential roost would be removed on Day 2.
- Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the two-step tree trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of tree on that same day. For palm trees that can support western yellow bat (the only special-status lasiurine species with the potential to occur in the project area), shall use the two-step tree process over two days. Western yellow bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal.

MM BIO-2: Avoid Impacts on Nesting Birds (including raptors)

To avoid any impacts on migratory birds, resulting from construction activities that may occur during the nesting season, March 1 through August 31, the following measure shall be implemented:

- A qualified biologist shall conduct a preconstruction survey of the proposed construction alignment with a 150-foot buffer for passerines and 500-feet for raptors around the site. This preconstruction survey shall commence no more than 3 days prior to the onset of construction, such as clearing and grubbing and initial ground disturbance.
- If a nest is observed, an appropriate buffer shall be established, as determined by a qualified biologist, based on the sensitivity of the species. For nesting raptors, the minimum buffer shall

be 150 feet. The contractor shall be notified of active nests and directed to avoid any activities within the buffer zone until the nests are no longer considered to be active by the biologist.

MM BIO-3: Jurisdictional Waters

Any work resulting in materials that could be discharged into jurisdictional features shall adhere to strict best management practices (BMPs) to prevent potential pollutants from entering any jurisdictional feature. Applicable BMPs to be applied shall be included in the Stormwater Pollution Prevention Plan and/or Water Quality Management Plan and shall include, but not be limited to, the following BMPs as appropriate:

- Containment around the site shall include use of temporary measures such as fiber rolls to surround the construction areas to prevent any spills of slurry discharge or spoils recovered during the separation process;
- Downstream drainage inlets shall be temporarily covered to prevent discharge from entering the storm drain system;
- Construction entrances/exits shall be properly set up so as to reduce or eliminate the tracking of sediment and debris offsite by including grading to prevent runoff from leaving the site, and establishing “rumble racks” or wheel water points at the exit to remove sediment from construction vehicles;
- Onsite rinsing or cleaning of any equipment shall be performed in contained areas and rinse water shall be collected for appropriate disposal;
- Use of a tank on work sites to collect the water for periodic offsite disposal;
- Soil and other building materials (e.g., gravel) stored onsite shall be contained and covered to prevent contact with stormwater and offsite discharge; and
- Water quality of runoff shall be periodically monitored before discharge from the site and into the storm drainage system.

MM BIO-4: A Project Tree Report Shall Be Approved by the City of Los Angeles and City of San Fernando

Prior to construction, the contractor shall review the approved alternative alignment to determine whether any trees protected by the City of Los Angeles Tree Ordinance 177404 and City of San Fernando Comprehensive Tree Management Program Ordinance (Ordinance No. 1539) will be removed or trimmed. A tree report must be prepared, by a qualified arborist, for the project and approved by each city. Trees approved for removal (or replacement) shall be done in accordance to the specifications outlined in the city ordinances.

2.8.3 Findings

For the above impacts to Ecosystems and Biological Resources, the following finding is made:

☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.

☐ 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

☐ 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 FEIS/FEIR.

The potential Ecosystems and Biological Resources impacts due to the proposed project are found to be.

☐ Significant ☒ Not Significant

2.8.4 Rationale

Impacts associated with project construction would be reduced to less than significant with implementation of the above listed mitigation measures.

2.8.5 References

Section 4.12, Ecosystems and Biological Resources, of the EIR describes the LPA's impacts on biological resources and identifies proposed feasible mitigation measures.

2.9 Safety and Security

2.9.1 Description of Significant Impacts

Construction

Construction of the LPA may have temporary impact on public safety and security in the project study area. During construction, motorists, pedestrians, and bicyclists in close proximity to construction activities would experience circulation impacts and could be exposed to hazards posed by construction activities and equipment. Construction activities could also result in lane closures, traffic detours, and designated truck routes, which could adversely affect emergency vehicle response time, a potentially significant impact under CEQA.

Operational

Pedestrian, Vehicle, and Bicycle Safety

Issues of pedestrian safety under the LPA would include pedestrian safety along the alignment and at station locations and designated crossings. The proposed 14 at-grade stations could introduce a new safety hazard for pedestrians if the stations do not adequately account for pedestrian traffic and

movement. The occurrence of this hazard may be attributed to the inherent purpose of a station, where large numbers of people congregate and cross the trackway to access or depart from the transit stations, thus creating a potential hazard of collision between pedestrians and LRT vehicles. Pedestrian safety impacts are potentially significant without mitigation. Implementation of mitigation measures would reduce effects/impacts to less than significant under CEQA.

Along Van Nuys Boulevard, where the existing sidewalks on each side of Van Nuys Boulevard are approximately 13 feet wide, sidewalks would be narrowed to 10 feet to accommodate the installation of the LRT line. (Note: At Van Nuys Boulevard and Amboy Avenue [east of Van Nuys and north of Amboy], the sidewalk would be narrowed from 13 feet to 9 feet.) Although the new sidewalk width would meet the minimum 10-foot-wide accessibility requirements, at some locations with higher pedestrian activity (at the proposed Vanowen Station), the reduction in sidewalk width (from 13 feet to 10 feet) would result in further crowding of the sidewalk, particularly during passenger boarding and exiting of buses. Crowded sidewalks could affect pedestrian safety, particularly for people with limited mobility. The sidewalk reduction, therefore, would result in a potentially significant impact on pedestrians.

The LPA would result in modifications to existing bicycle lanes in the corridor. The removal of Class II bike lanes to accommodate the project would increase the potential for conflicts between bicyclists and motor vehicles traveling along Van Nuys Boulevard in this segment of the corridor, reducing safety, which would be a potentially significant impact under CEQA.

Security

The removal of mixed-flow lanes would result in additional roadway congestion due to the decreased roadway capacity, which could adversely affect emergency vehicle response times and access or evacuation plans in the event of an emergency. The proposed motor vehicle turn restrictions could also result, in some instances, in emergency vehicles taking a slightly more circuitous route, and therefore, require more time to respond to emergencies. For these reasons, the LPA would result in a significant impact under CEQA.

Cumulative

The lane closures or traffic detours during construction of the LPA and other potential lane or road closures due to the concurrent construction of other projects could result in significant cumulative impacts to emergency vehicle response time.

2.9.2 Mitigation Measures

Construction Mitigation Measures

MM-SS-1: Alternate walkways for pedestrians shall be provided around construction staging sites in accordance with ADA requirements.

MM-SS-2: Safe and convenient pedestrian routes to local schools shall be maintained during construction.

MM-SS-3: Ongoing communication with school administrators shall be maintained to ensure sufficient notice of construction activities that could affect pedestrian routes to schools is provided.

MM-SS-4: All pedestrian and bicyclist detour locations around staging sites shall be signed and marked in accordance with the Manual on Uniform Traffic Control Devices “work zone” guidance, and other applicable local and state requirements.

MM-SS-5: Appropriate traffic controls (signs and signals) shall be installed and maintained to ensure pedestrian and vehicular safety.

MM-SS-6: To the extent feasible, construction haul trucks shall not use haul routes that pass any school, except when the school is not in session.

MM-SS-7: Staging or parking of construction-related vehicles, including worker-transport vehicles, shall not occur on or adjacent to a school property when school is in session.

MM-SS-8: Crossing guards or flaggers shall be provided at affected school crossings when the safety of children may be compromised by construction-related activities.

MM-SS-9: Barriers or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.

MM-SS-10: Security patrols shall be provided to minimize trespassing, vandalism, and short-cut attractions where construction activities occur in the vicinity of local schools.

MM-SS-11: Project plans, work plans, and traffic control measures shall be coordinated with emergency responders during preliminary engineering, final design, and construction to limit effects on emergency response times.

Operational Mitigation Measures

MM-SS-12: All stations shall be illuminated to avoid shadows and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated. In addition, lighting would provide excellent visibility for train operators to be able to react to possible conflicts, especially to pedestrians crossing the track.

MM-SS-13: Proposed station designs shall not include design elements that obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access to at-grade stations shall be at ground-level with clear sight lines.

MM-SS-14: The following measures shall be implemented to reduce pedestrian circulation impacts and hazards:

- Sidewalk widths shall be designed with the widest dimensions feasible in conformance with the Los Angeles/Metro’s adopted “Land Use/Transportation Policy” .
- Minimum widths shall not be less than those allowed by the State of California Title 24 access requirements, or the ADA design recommendations. Section 1113A of Title 24 states that walks and sidewalks shall be a minimum of 48 inches (1,219 mm) in width, except that

walks serving dwelling units in covered multi-family dwelling buildings may be reduced to 36 inches (914 mm) in clear width except at doors.

- Accommodating pedestrian movements and flows shall take priority over other transportation improvements, including automobile access.
- Physical improvements shall ensure that all stations are fully accessible as defined in the ADA.

MM-SS-15: Wide crosswalks shall be provided in areas immediately around proposed stations to facilitate pedestrian mobility.

MM-SS-16: Metro shall coordinate and consult with the LAFD, LAPD, LASD, and City of San Fernando Police Department to develop safety and security plans for the proposed alignment, parking facilities, and station areas.

MM-SS-17: Fire separations shall be provided and maintained in public occupancy areas. Station public occupancy shall be separated from station ancillary occupancy by a minimum 2-hour fire-rated wall. The only exception is that a maximum of two station agents, supervisors, or information booths may be located within station public occupancy areas.

MM-SS-18: For portions of the alignment where pedestrians and/or motor vehicles must cross the tracks, Metro shall prepare grade crossing applications in coordination with the California Public Utilities Commission (CPUC) and local public agencies, such as LADOT, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments. Crossings shall require approval from the CPUC and shall meet applicable CPUC standards for grade crossings.

MM-SS-19: All proposed LRT stations and related parking facilities shall be equipped with monitoring equipment, which would primarily consist of video surveillance equipment to monitor strategic areas of the LRT stations and walkways, and/or be monitored by Metro security personnel on a regular basis.

MM-SS-20: Metro shall implement a security plan for LRT operations. The plan shall include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.

MM-SS-21: Metro is continuing to investigate light rail vehicle modifications to increase light rail vehicle safety and minimize or prevent train and pedestrian conflicts. Metro's design criteria also identifies multiple efforts to increase light rail vehicle safety and minimize or prevent the potential for pedestrians and vehicle conflicts. Measures identified shall be included during the final design of the LPA.

MM-SS-22: To reduce potential risk of collisions between LRTs and automobiles on the street portion of the LPA, Metro shall coordinate with the CPUC, City and County of Los Angeles traffic control departments, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments, and also comply with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for signing and pavement marking treatments.

MM-SS-23: The diverse needs of different types of traveling public including senior citizens, disabled citizens, low-income citizens, shall be addressed through a formal educational and outreach

campaign. The campaign shall target these diverse community members to educate them on proper system use and benefits of LRT ridership.

2.9.3 Findings

For the above impacts to Safety and Security, the following finding is made:

- ☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.
- ☐ 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
- ☒ 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 FEIS/FEIR.

The potential Safety and Security impacts due to the proposed project are found to be.

☒ Significant ☐ Not Significant

2.9.4 Rationale

After implementation of the proposed mitigation measures, the proposed impacts due to reduced sidewalk width in some locations, the potential for increased conflicts between bicyclists and motor vehicles, and increased delay for emergency responders during project operation would remain and would be unavoidable significant impacts under CEQA.

2.9.5 References

Section 4.14 Safety and Security of the FEIS/FEIR describes the LPA's impacts on Safety and Security and identifies proposed feasible mitigation measures. Also, please note that the mitigation measures identified above incorporate revisions made in response to comment letter AL10 (see Appendix A1 to the FEIS/FEIR) from the Los Angeles Unified School District (see Appendix A2 for the responses to comment letter AL10).

2.10 Parklands and Community Facilities

Construction

The LPA construction activities would result in noise, dust, odors, and traffic delays resulting from haul trucks and construction equipment in public streets and staging areas. These temporary impacts could adversely affect the recreational values of adjacent parklands or could cause disturbance to community facilities that are sensitive to these impacts, such as schools, libraries, hospitals, daycare facilities, and senior facilities. As described in Sections 4.6 and 4.8 of the FEIS/FEIR, respectively,

localized air quality impacts and noise impacts on nearby sensitive uses during construction of the LPA would be significant under CEQA.

Construction of the LPA may also result in visual impacts on viewers from parklands and community facilities within and surrounding the project corridor, which could adversely affect the aesthetic value of these resources. Construction activities at staging areas and construction sites may introduce considerable heavy equipment such as cranes and associated vehicles, including bulldozers, backhoes, graders, scrapers, and trucks, into the view corridor of public streets, sidewalks, and properties. In addition, mature vegetation, including trees, could temporarily or permanently be removed from some areas. These visual impacts on nearby visually sensitive uses would be significant under CEQA; however, they would be reduced to less-than-significant with implementation of proposed mitigation measures.

Operational

The following parks are also in proximity to the proposed improvements and could be affected by visual changes from the LPA:

- Tobias Avenue Park, 9122 Tobias Avenue, Panorama City: This park is adjacent to the project corridor on Van Nuys Boulevard to the north of Nordhoff Street.
- Pacoima Wash Greenway: This greenway is a future proposed project that crosses under the project corridor south of Van Nuys Boulevard and Arleta Avenue, and at San Fernando Road to the south of La Rue Street in San Fernando.
- Recreation Park (and San Fernando Regional Pool Facility), 208 Park Avenue, San Fernando: The park and pool facility are adjacent to the project corridor at the Metro-owned railroad right-of-way and Park Avenue.

The changes in aesthetic character from the LPA would be expected to be substantial in areas where sensitive viewers are located. Potential impacts on aesthetic character from the LPA are also addressed in more detail in Section 4.5 of the EIR. The visual impacts on sensitive viewers at local parklands or community facilities could be significant under CEQA.

Cumulative

Other present and reasonably foreseeable future projects in the area, including the cumulative projects in Table 2-3 of the FEIS/FEIR, could result in temporary impacts from construction activities, and impacts from past projects may also have resulted in temporary impacts. All cumulative impacts would be less than significant, except for potentially significant operational visual impacts.

The LPA would result in potentially significant operational visual impacts because it would introduce new vertical structures, such as the OCS that could obstruct views to and from parklands along the alignment. Past projects have resulted in a highly urbanized landscape along the project corridor from the construction of buildings, transportation infrastructure, and other structures that have affected scenic vistas, scenic resources, and visual character and quality. In addition, other present or reasonably foreseeable future projects in the area could further degrade the visual character and quality of the area, although that is unlikely since the related projects consist of infill development

projects that would not result in drastic changes to the existing visual character of the corridor or introduce new elements that would obstruct views. However, because impacts from the LPA would remain significant after implementation of mitigation measures, its contribution to cumulative visual impacts on parklands and community facilities during operation would be cumulatively considerable.

2.10.1 Mitigation Measures

The reader is referred to the following sections in these Findings for mitigation measures to reduce or avoid potential construction and operational impacts on parklands and community facilities: Section 2.1.1 (MM-TRA-1 to MM-TRA-3); Section 2.3.2 (MM-VIS- 1 to MM-VIS-5); Section 2.4.2 (MM-AQ-1 to MM-AQ-9); Section 2.5.2 (MM-2A to 2B, MM-NOI-3A to 3C; and Section 2.9.2 (MM-SS-1 to 23).

2.10.2 Findings

For the above impacts to Parklands, the following finding is made:

- ☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.
- ☐ 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
- ☒ 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 FEIS/FEIR.

The potential Parklands impacts due to the proposed project are found to be.

☒ Significant ☐ Not Significant

2.10.3 Rationale

The potential construction air quality impacts on parklands and community facilities would remain significant after implementation of proposed mitigation measures. The operational impacts of the LPA on emergency vehicle access and visual impacts on sensitive viewers would be significant after implementation of proposed mitigation measures. All other impacts would be less than significant.

2.10.4 References

Section 4.15 Parklands of the EIR describes the LPA's impacts on Parklands and identifies proposed feasible mitigation measures.

2.11 Historic, Archaeological and Paleontological Resources

2.11.1 Description of Significant Impacts

Archaeological Resources

Construction

The LPA would involve shallow excavation during platform construction in the median, station upgrades, and sidewalk widening. Construction activities could encounter and result in damage or destruction of previously undiscovered significant archaeological resources or human remains, which would be considered a significant impact. Archaeological sites 19-001124 and 19-002681 are located immediately adjacent to and within the footprint of the LPA. Even though neither resource is considered eligible for the California Register of Historic Places (CRHP) or an historical resource under CEQA, the immediate resource areas are still considered sensitive for containing previously undiscovered archaeological resources. Implementation of Mitigation Measure MM AR-2 would avoid or reduce potential impacts on archaeological resources, and Mitigation Measure MM AR-3 would avoid or reduce potential impacts on human remains.

Cumulative

Related and other proposed projects in the project study area, i.e., the San Fernando Valley, could require earthmoving activities during construction that could disturb or result in the destruction of archaeological resources, a potentially significant impact. If previously unknown resources are discovered during construction of the LPA, proposed measures would avoid or reduce potential impacts to archaeological resources or human remains to less-than-significant level. As a consequence, and because the related projects may also include mitigation measures to minimize or reduce potential impacts to archaeological resources, the LPA is not expected to result in or contribute to significant cumulative impacts on archaeological resources within the project study area.

Paleontological Resources

Construction

Fossils in valley areas are located subsurface. If excavation of the LPA extends into native sediments, e.g., for sewer and water lines as well as for underground storage tanks at the proposed MSF, significant impacts/adverse effects to any paleontological resources that are encountered could occur.

Cumulative

Other related projects could require excavation to depths containing fossil bearing soils and could result in the destruction of fossil resources, a potentially significant impact. However, potential impacts to any paleontological resources that may be encountered during construction of the LPA

would be mitigated to a less-than-significant-level. Additionally, the related projects may also include mitigation measures that would minimize or reduce potential impacts to a less-than-significant level. Therefore, the LPA, after mitigation, would not contribute to any cumulative impacts to paleontological resources.

2.11.2 Mitigation Measures

Construction Mitigation Measures (Archaeological Resources)

If construction occurs in the immediate vicinity of Archaeological sites 19-001124 and 19-002681, the following measure is proposed to mitigate potential impacts.

MM-AR-1: Ground disturbing activities within site areas 19-001124 and 19-002681 and within a 50-foot buffer area around the sites shall be monitored by an Archaeological and Native American monitor. Construction related ground disturbance includes grading, excavation, trenching, and drilling. An Archaeological monitor and a Native American monitor shall examine all sediments disturbed during earth moving activities, including geotechnical drilling and environmental borings, if being conducted, prior to construction.

Archaeological monitoring for site CA-LAN-2681 shall be conducted as discussed in the project's Cultural Resources Monitoring Plan (CRMP). All archeological monitoring and any necessary identification, testing, and evaluation of resources identified during monitoring shall be conducted per the methods and procedures described in the CRMP for the project.

Standard methods of excavation such as grading and trenching shall be monitored by observation of the excavations as they occur.

Drilling of project features such as the overhead catenary system (OCS) result in earthen materials being delivered to the ground surface as loosened spoils. Materials to be examined by the Archaeological and Native American monitors are spoils removed from the drill holes while the drilling occurs. The monitors must be provided a safe location and opportunity to view spoils as they are being stored prior to being hauled away from the work area. Access of the monitors to the spoils material may be limited by safety concerns or by hazardous materials contamination.

If requested by an Archaeological or Native American monitor, opportunities shall be provided for the monitor, as part of their daily shift activities, to screen or rake spoils to determine if the spoils contain cultural materials.

Archaeological monitors are empowered to briefly halt construction if a discovery is made during standard excavation, such as grading and trenching, in the area of that discovery and a 50-foot buffer zone. If a Native American monitor wishes to halt construction, the monitor shall consult with the Archaeological monitor, who may then briefly halt construction. A request to halt activities by the Archaeological monitor should have no effect on ground disturbing activities outside the 50-foot buffer zone; however, spoil piles may not be removed until the monitor can examine them.

If an Archaeological or Native American monitor observes an isolated find, the Archaeological monitor shall temporarily halt construction in order to document the find. Documentation shall be completed by collecting a GPS point, photography, and recording information onto the daily monitoring log. All isolated prehistoric artifacts shall be collected. Diagnostic historic-era items shall be collected. Once an isolated item is documented, construction may resume.

MM-AR-2: If buried cultural materials are encountered in areas not actively being monitored during construction, the Contractor Project Foreman shall halt construction in a 50-foot radius around the discovery and shall immediately contact the LACMTA Metro Project Manager, LACMTA Metro Environmental Specialist, and Project Archaeologist.

Per the CRMP prepared for the proposed project, for any discovery of an archaeological feature, regardless of eligibility, the Metro Environmental Specialist shall notify all Consulting Parties identified for the project within 48 hours of any discovery. Notifications shall not be made for ubiquitous infrastructure elements such as modern utilities (cistern, electric, gas, sewer, and water supply lines), transportation infrastructure (bridge piers, buried roadways, and rail segments), sidewalks, and concrete rubble, fill, or waste.

MM-AR-3: In the event that human remains are encountered during construction, potentially destructive activities in the vicinity of the discovery shall be stopped and the provisions of California PRC § 5097.98 and HSC § 7050.5 shall be followed. The Archaeological monitor shall halt construction, establish a 50-foot buffer around the discovery, and shall contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist. The Metro Environmental Specialist shall notify the Los Angeles County Coroner on the same day of the discovery. and other Consulting Parties within 48 hours of discovery. Treatment of the remains and all subsequent actions shall be completed per the Cultural Resources Monitoring Plan (CRMP).

Construction Mitigation Measures (Paleontological Resources)

MM-PR-1: Metro shall retain the services of a qualified paleontologist (minimum of graduate degree, 10 years of experience as a principal investigator, and specialty in vertebrate paleontology) to oversee execution of this mitigation measure. Metro's qualified principal paleontologist shall then develop a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) acceptable to the collections manager of the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County. Metro will implement the PRMMP during construction. The PRMMP will clearly demarcate the areas to be monitored and specify criteria. At the completion of paleontological monitoring for the proposed project, a paleontological resource monitoring report will be prepared and submitted to the Natural History Museum of Los Angeles County to document the results of the monitoring activities and summarize the results of any paleontological resources encountered.

The PRMMP shall include specifications for processing, stabilizing, identifying, and cataloging any fossils recovered as part of the proposed project. Metro's qualified principal paleontologist shall prepare a report detailing the paleontological resources recovered, their significance, and arrangements made for their curation at the conclusion of the monitoring effort.

MM-PR-2: Prior to the start of construction a qualified Principal Paleontologist shall prepare a Paleontological Mitigation Plan (PMP) that includes the following requirements:

- All project personnel involved in ground-disturbing activities shall receive paleontological resources awareness training before beginning work.
- Excavations, excluding drilling, deeper than 8 feet below the current surface in the Quaternary alluvium shall be periodically spot checked to determine when older sediments conducive to fossil preservation are encountered. Once the paleontologically sensitive older alluvium is reached, a qualified paleontologist shall perform full-time monitoring of construction. Should sediments in a particular area be determined by the paleontologist to be unsuitable for fossil preservation, monitoring shall be suspended in those areas. A paleontologist shall be available to be on call to respond to any unanticipated discoveries and may adjust monitoring based on the construction plans and field visits.
- Sediment samples from the Quaternary older alluvium shall be collected and screened for microfossils.
- Recovered specimens shall be stabilized and prepared to the point of identification. Specimens shall be identified to the lowest taxonomic level possible and transferred to an accredited repository for curation along with all associated field and lab data.
- Upon completion of project excavation, a Paleontological Mitigation Report (PMR) documenting compliance shall be prepared and submitted to the Lead Agency under CEQA.

2.11.3 Findings

For the above impacts to Historical, Archaeological, and Paleontological Resources, the following finding is made:

☒ Changes or alterations have been required in, or incorporated into, the project to avoid or substantially lessen the significant environmental effect as identified in the FEIS/FEIR.

☐ 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

☐ 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 FEIS/FEIR.

The potential Historical, Archaeological, and Paleontological Resources due to the proposed project are found to be.

☐ Significant ☒ Not Significant

2.11.4 Rationale

Potential impacts to archaeological or paleontological resources that may be encountered during construction would be reduced to less than significant with implementation of the proposed mitigation measures.

2.11.5 References

Section 4.16 of the EIR describes the LPA's archaeological and paleontological resources impacts and identifies proposed feasible mitigation measures.

3 Alternatives

Section 15126.6 of the CEQA Guidelines requires an evaluation of the comparative effects of a reasonable range of alternatives to the project that would feasibly attain most of the project's basic objectives and would avoid or substantially lessen any of the significant impacts of the project. A feasible alternative is one that can be accomplished successfully in a reasonable period of time, taking into consideration economic, legal, social, and technological factors. The range of alternatives is governed by the "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasonable choice. As discussed in Section 1.2 above, the Metro Board of Directors formally identified a modified version of Alternative 4 described in the Draft EIS/EIR as the Locally Preferred Alternative (LPA). This alternative is identified as Alternative 4 Modified: At-Grade LRT in the FEIS/FEIR. Chapter 2, Project Description/Alternatives Considered, of the FEIS/FEIR describes the LPA in detail and also describes the four build alternatives, a Transportation Systems Management Alternative, and a No-Build Alternative that were considered in the Draft EIS/EIR. Chapter 2 also discusses alternatives that were eliminated from detailed consideration in the EIR.

3.1.1 No-Build Alternative

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

Although the No-Build Alternative would result in none of the significant impacts that could occur under the LPA (or IOS), it would not fulfill the objectives of the project to: improve mobility, enhance transit accessibility/connectivity for local residents to local and regional destinations, provide more reliable transit service; increase transit service efficiency, provide additional transit options in an area with a large transit-dependent population, and encourage modal shift to improve air quality and reduce greenhouse gas emissions. In addition to not achieving any of the objectives that could be achieved by the LPA (and IOS), under the No-Build Alternative, traffic congestion would continue to

increase adversely affecting traffic speeds for motorists and buses and resulting in additional pollutant emissions.

3.1.2 TSM Alternative

The transportation system management (TSM) Alternative would increase the number and frequency of buses compared with the No-Build Alternative but would not provide improvements in travel time along the corridor (i.e., faster service). However, the build alternatives would improve transit service efficiency (i.e., speeds and passenger throughput) in the project study area compared with the TSM Alternative because of the dedicated guideways or lanes and increased capacity (e.g., LRT cars can carry more passengers than buses). The TSM Alternative would provide more frequent bus service compared with existing conditions but would not separate buses from mixed-flow traffic conditions. Although the TSM Alternative has the lowest capital costs compared with the build alternatives, it has the longest travel time and the lowest number of new linked trips.

Although the TSM Alternative would result in none of the significant impacts that could occur under the LPA (or IOS,) the minor improvements under this alternative would provide limited benefits and would not fulfill the project objectives to the extent the LPA would. Specifically, the TSM Alternative would result in only minor improvements to mobility and accessibility within the project area. It would have minor beneficial effects on transit service reliability and efficiency. The TSM Alternative would not provide additional transit options in an area with a large transit-dependent population and would likely not result in modal shift to an appreciable degree that would noticeably improve air quality and reduce greenhouse gas emissions.

3.1.3 Alternative 1 – Curb-Running BRT

Under the Curb-Running BRT Alternative, 6.7 miles of existing curb lanes (i.e., lanes closest to the curb) along Van Nuys Boulevard between San Fernando Road and the Metro Orange Line would be converted to dedicated bus lanes. This alternative would be similar to the Metro Wilshire BRT Project with a dedicated bus lane that could operate 24-hours a day or only during peak periods. The hours during which the curb lane would be used as a dedicated BRT lane may be limited to the period extending from 7:00 a.m. to 7:00 p.m. (further refinement of the operating hours and days for the Curb-Running BRT could occur, if necessary, based on passenger demand and community input after operation of this alternative commences). The existing asphalt lane along Van Nuys Boulevard, Truman Street, and San Fernando Road would be replaced with a concrete lane; similar to what was done for the Wilshire BRT Project. The lanes would be dedicated curb-running bus lanes for Metro Rapid Line 744, which replaced Metro Rapid Line 761, and Metro Local Line 233, and for other transit lines that operate on short segments of Van Nuys Boulevard. In addition, this alternative would incorporate 2.5 miles of mixed-flow lanes, where buses would operate in the curb lane along San Fernando Road and Truman Street between Van Nuys Boulevard and Hubbard Avenue. Metro Local Line 233 would continue north on Van Nuys Boulevard to Lakeview Terrace. These improvements would result in an improved Metro Rapid Line 761 (now 744; hereafter referred to as 744X) and an improved Metro Local Line 233 (hereafter referred to as 233X).

The buses operating under the Curb-Running BRT Alternative would be similar to existing Metro high-capacity, articulated 60-foot buses. Each bus would have the capacity to serve up to 75 passengers (57 seats x 1.30 passenger loading standard). Buses would be equipped with transit signal priority equipment to allow for improved operations and on-time performance.

Bicycle parking would be provided at or near Metro stations, as required by the Metro BRT Design Criteria. On Van Nuys Boulevard between the Metro Orange Line and San Fernando Road, with one exception (between Parthenia Street and Roscoe Boulevard), the curbside lane would be 12 feet wide or greater. The curb lane would be restricted to buses and bicyclists, with other vehicles allowed in the lane only for right-turns.

The existing bike lanes on Van Nuys Boulevard north of Parthenia Street would be removed under this alternative.

On Van Nuys Boulevard between Parthenia Street and Roscoe Boulevard, the curbside lane would be 11 feet wide. Parking is currently prohibited on the segment. A permanent curbside bus lane would be provided on this segment so that bicyclists would share the curbside lane only with buses and right-turning vehicles.

This alternative would fulfill most of the project objectives but not to the same extent as the LPA (or IOS). Under this alternative, the travel time for the curb-running BRT would be greater than would occur under the LPA, and there would be fewer daily boardings than would occur under the LPA. Therefore, this alternative would not increase transit service efficiency as much as would occur under the LPA. As a consequence, it would not result in as great a mode shift as could occur under the LPA and therefore, would not result in the greenhouse gas emission reductions that could occur under the LPA (or IOS).

3.1.4 Alternative 2 – Median-Running BRT

The Median-Running BRT Alternative would provide approximately 6.7 miles of dedicated median-running bus lanes between San Fernando Road and the Metro Orange Line and have operational standards similar to the Metro Orange Line. Similar to Alternative 1, the minor construction under this alternative would include removing the existing asphalt lane and replacing it with a concrete lane, similar to what was done for the Wilshire BRT Project. The remaining 2.5 miles would operate in mixed-flow traffic between the Sylmar/San Fernando Metrolink Station and San Fernando Road/Van Nuys Boulevard.

Articulated 60-foot buses, similar to those under the Curb-Running BRT Alternative would be operated. Each bus would have the capacity to serve up to 75 passengers (57 seats x 1.30 passenger loading standard). Buses would be equipped with transit signal priority equipment, similar to existing Metro Rapid buses, to continue to allow for improved operations and on-time performance.

Under this alternative, all curbside parking would be prohibited along the entire extent of Van Nuys Boulevard from the Van Nuys Metro Orange Line Station to San Fernando Road.

Left turns from Van Nuys Boulevard onto cross streets would be maintained at most of the currently signalized intersections and prohibited at all unsignalized intersections. The dual left-turn lanes on

northbound and southbound Van Nuys Boulevard at Sherman Way and at Roscoe Boulevard would be reduced to single left-turn lanes. Several left-turns in the Van Nuys Civic Center, between Calvert and Hartland Streets, would be prohibited to accommodate median bus stop platforms.

All movements across the median dedicated guideway along Van Nuys Boulevard in-between signalized cross streets would be prohibited. This includes left turns from Van Nuys Boulevard at unsignalized intersections and private driveways, as well as left turns and through traffic from the side streets.

On Van Nuys Boulevard between the Van Nuys Metro Orange Line Station and San Fernando Road, the curbside lanes typically would be 11 feet wide. Thus, motorists in the curbside lane would need to shift to the left to pass a bicyclist. The existing bike lanes extending north on Van Nuys Boulevard approximately two miles from Parthenia Street to Beachy Avenue would be removed and would not be replaced under this alternative. However, bicycle parking would be provided at or near Metro stations, as required by the Metro BRT Design Criteria.

All existing signal-controlled crosswalks would be maintained. However, all other pedestrian crossings on Van Nuys Boulevard at unsignalized intersections would be prohibited.

Bus patrons would be guided to signal-controlled crosswalks between curbside local bus stops and median BRT bus stops by railings on the backside of median bus stop platforms.

Similar to Alternative 2, Alternative 3 would fulfill most of the project objectives but not to the same extent as the LPA or IOS. Under this alternative, the travel time for the median-running BRT would be greater than would occur under the LPA and there would be fewer daily boardings than would occur under the LPA. Therefore, this alternative would not increase transit service efficiency as much as would occur under the LPA. As a consequence, it would not result in as great a mode shift as could occur under the LPA and therefore, would not result in the greenhouse gas emission reductions that could occur under the LPA (or IOS).

3.1.5 Alternative 3 – Median-Running Low-Floor LRT/Tram

The Low-Floor LRT/Tram Alternative would operate along a 9.2-mile route from the Sylmar/San Fernando Metrolink Station to the north to the Van Nuys Metro Orange Line Station to the south. The Low-Floor LRT/Tram Alternative would operate in a median dedicated guideway for approximately 6.7 miles along Van Nuys Boulevard between San Fernando Road and the Van Nuys Metro Orange Line Station. The Low-Floor LRT/Tram Alternative would operate in mixed-flow traffic lanes on San Fernando Road between the intersection of San Fernando Road/Van Nuys Boulevard and just north of Wolfskill Street. Between Wolfskill Street and the Sylmar/San Fernando Metrolink Station, the Low-Floor LRT/Tram would operate in a median dedicated guideway. The Low-Floor LRT/Tram would serve the Cities of San Fernando and Los Angeles, including Pacoima, Arleta, Panorama City, and Van Nuys, with 28 stations.

The Low-Floor LRT/Tram Alternative would operate using low-floor articulated vehicles that would be electrically powered by overhead wires. This alternative would include supporting facilities, such as the TPSSs units and the MSF.

Low-Floor LRT/Tram vehicles may be similar to the streetcar rail vehicles currently used in Portland, Oregon, or may resemble the multi-unit low-floor light rail vehicles that are also used in Portland, as well as San Diego and many other US cities. It is assumed the Low-Floor LRT/Tram trains would consist of three rail cars (each 90-feet long) that would be connected to form a 270-foot-long train. Although Low-Floor LRT/Tram vehicles could operate at speeds of up to 60 miles

The typical Low-Floor LRT/Tram station platform would be a minimum of 12 feet wide for a side platform station to a minimum of 16 feet wide for a center platform station, 270 feet long. Access to the Low-Floor LRT/Tram station platforms would be from crosswalks.

The new Low-Floor LRT/Tram MSF would accommodate both operational and administrative functions. The MSF would accommodate all levels of vehicle service and maintenance (i.e., progressive maintenance, scheduled maintenance, unscheduled repairs, warranty service, and limited heavy maintenance) in addition to storage space for vehicles. The number of Low-Floor LRT/Tram vehicles needed under this alternative would be 46.

The proposed Low-Floor LRT/Tram would operate with 4-minute peak and 8-minute off-peak headways. Metro Rapid Line 744S would operate with 6-minute peak and 12-minute off-peak headways, while Metro Local Line 233S would operate with 8-minute peak and 16-minute off peak headways.

Based on Metro's Operations Plan for the eastern San Fernando Valley Transit Corridor Project, the Low-Floor LRT/Tram Alternative would assume a travel speed of 35 MPH, which is similar to the Median-Running BRT Alternative, with speed improvements of 18 percent during peak hours/peak direction and 15 percent during off-peak hours.

All curbside parking would be prohibited along the alignment on Van Nuys Boulevard and on San Fernando Road under DEIS/DEIR Alternative 3.

Most of the left turns would be prohibited from San Fernando Road through the City of San Fernando between the Sylmar/San Fernando Metrolink Station and Wolfskill Street.

All existing turning movements would be maintained on San Fernando Road between Wolfskill Street and Van Nuys Boulevard, where the Low-Floor LRT/Tram would share travel lanes with motor vehicles.

Left turns from Van Nuys Boulevard onto cross streets would be maintained at most of the currently signalized intersections where the Low-Floor LRT/Tram would be running in the medians. However, all vehicle movements across the median at currently unsignalized intersections would be prohibited. This would include left turns from Van Nuys Boulevard as well as left turns and through traffic from minor side streets and private driveways. Motorists who desire to make a left turn onto an unsignalized cross street or into a driveway would have to make a U-turn at a signalized left-turn location or choose a route that would allow them to use a signalized cross street.

On Van Nuys Boulevard between San Fernando Road and the Metro Orange Line, the curbside lanes typically would be 11 feet wide. The existing bike lanes extending approximately 2 miles north on Van Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon Boulevard to San Fernando Road would be removed, but the existing Class I bike path adjacent to San Fernando

Road would remain in place. Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. In addition, bicycle parking would be provided at or near Metro stations, as feasible.

Alternative 3 would fulfill most of the project objectives but not to the same extent as the LPA. Since this alternative includes more stations than any of the rail alternatives, it would improve transit accessibility to the greatest extent but it would result in increased travel time compared to the LPA. There would also be fewer daily boardings than would occur under the LPA. Therefore, this alternative would not increase transit service efficiency as much as would occur under the LPA. As a consequence, it would not result in as great a mode shift as could occur under the LPA and therefore, would not result in the greenhouse gas emission reductions that could occur under the LPA (or IOS).

3.1.6 Alternative 4 – Median-Running LRT

Under this alternative, the LRT would be powered by overhead lines and would travel along the Metro-owned right-of-way used by the Antelope Valley Metrolink line and Union Pacific Railroad from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard. The distance is approximately 2.5 miles. Then it would travel along Van Nuys Boulevard from San Fernando Road to the Van Nuys Metro Orange Line Station; a distance of approximately 6.7 miles. The route of the LRT Alternative is a total of approximately 9.2 miles. As described in the DEIS/DEIR, Alternative 4 includes a subway segment from just north of Parthenia Street south to Hart Street.

LRT vehicles would be similar to those currently used throughout the existing Metro LRT system. The LRT train sets would be configured with a driver's cab at either end, similar to other Metro light rail trains, allowing them to run in either direction without the need to turn around at the termini.

The Alternative 4 LRT alignment would have two tracks and be fully separated from automobile traffic, except at controlled grade crossings. The LRT Alternative would operate along the following route:

Along and just east of San Fernando Road, from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard, the alignment would be located within the existing Metro-owned right-of-way currently used by Metrolink and the Union Pacific Railroad. Metrolink and the Union Pacific Railroad would continue to use a separate dedicated track;

From the intersection of San Fernando Road and Van Nuys Boulevard to the Metro Orange Line, the LRT Alternative would operate in a semi-exclusive right-of-way in what is currently the median of Van Nuys Boulevard; within this segment, the LRT would be underground beneath Van Nuys Boulevard from just north of Parthenia Street south to Hart Street. The train would operate at prevailing traffic speeds and would be controlled by train signals that would coordinate with the traffic signals.

Stations would be constructed at approximately 3/4-mile intervals along the entire route. There would be 14 stations, three of which would be underground. The three underground stations would be located near Sherman Way, the Van Nuys Metrolink Station, and Roscoe Boulevard.

All local curbside bus stops along Van Nuys Boulevard north of the Metro Orange Line would remain in their current location. Along San Fernando Road and Truman Street, the existing bus stops would also remain in their current locations.

The proposed stations would have designs consistent with the MRDC, including directive and standard drawings. Stations would be ADA compliant, including compliance with the requirements pertaining to rail platforms, rail station signs, public address systems, clocks, escalators, and track crossings.

The LRT Alternative would require a number of additional elements to support vehicle operations, including an OCS, TPSS, communications and signaling buildings, and an MSF.

The proposed LRT would operate with 6-minute peak and 12-minute off-peak headways when it opens and is projected to operate at 5-minute peak and 10-minute off-peak once ridership begins to increase.

All curbside parking would be prohibited along the surface-running segments of the LRT Alternative on Van Nuys Boulevard.

This alternative would maintain two travel lanes in each direction, while traveling along Van Nuys Boulevard.

Left turns from Van Nuys Boulevard onto cross streets would be maintained at most of the currently signalized intersections where the LRT would be running in the median. However, all vehicle movements across the median at currently unsignalized intersections would be prohibited. This would include left turns from Van Nuys Boulevard as well as left turns and through traffic from unsignalized side streets and private driveways. Motorists who desire to make a left turn onto an unsignalized cross street or into a driveway would have to make a U-turn at a signalized left-turn location or choose a route that would allow them to use a signalized cross street.

Bicycle parking would be provided at or near Metro stations, as feasible. The existing bike lanes extending approximately 2 miles north on Van Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon Boulevard to San Fernando Road would be removed.

The City of Los Angeles constructed a bicycle path within Metro's railroad right-of-way parallel to San Fernando Road. This existing Class I bike path would remain in place except in the City of San Fernando where the bike path would be relocated east in order to accommodate the relocated single Metrolink/UPRR track. The right-of-way is sufficiently wide enough to allow the bicycle path to remain alongside a pair of LRT tracks and relocated track for Metrolink and Union Pacific Railroad. At the point where the LRT Alternative crosses the bicycle path, near the intersection of Pinney Street and San Fernando Road, a signalized grade crossing would be provided.

There would be a pedestrian bridge or underground access at the Sylmar/San Fernando Metrolink Station from the LRT platform to the Metrolink platform.

All current crosswalks at signal-controlled intersections would be maintained. Between the signalized intersections, a barrier would be installed to prevent mid-block pedestrian crossings, as is Metro's current practice on its median-running LRT lines. Pedestrians would be required to walk to a signalized location to cross Van Nuys Boulevard. LRT passengers would reach the median station platforms from crosswalks at signalized intersections.

Left turns into and out of driveways would be blocked by a median barrier under the LRT Alternative. Only right turns into and out of cross streets and driveways would be allowed.

This alternative, like the LPA, would fulfill all of the project objectives. Additionally, since Alternative 4 includes a subway segment, it would result in slightly less travel time and slightly more transit boardings than the LPA. However, construction of the subway would result in greater construction impacts along that segment compared to the LPA (or IOS). This alternative would also take longer to construct and the construction costs would be substantially higher than any of the other build alternatives.

3.2 Maintenance and Storage Facility (MSF) Sites

The LPA (and IOS) would include construction of a new MSF, which would provide secure storage of the LRT vehicles when they are not in operation, and regular light maintenance to keep them clean and in good operating condition as well as heavy maintenance. Three sites (Options A, B, and C) identified below were evaluated in the DEIS/DEIR.

- MSF Option A – Van Nuys Boulevard/Metro Orange Line;
- MSF Option B – Van Nuys Boulevard/Keswick Street; and
- MSF Option C – Van Nuys Boulevard/Arminta Street.

MSF Option B, was identified as the locally preferred site by the Metro Board. The MSF Option B site, which would be approximately 25 acres in size, would be located on the west side of Van Nuys Boulevard and would be bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west.

MSF Option A was eliminated from consideration because of significant public opposition by a large number of business and property owners that would be displaced by construction of an MSF on the site.

MSF Option B was identified as the preferred site because of its central location along the alignment, public support for the site, and because sites A and C would result in potentially greater impacts on nearby sensitive residential uses than would occur with implementation of MSF Option B.

3.3 Alternatives Considered but Not Analyzed in the EIR

Chapter 2 also discussed several alternatives that were considered but not carried forward. These alternatives were considered by the lead agency but rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Alternative alignments that were identified and considered but subsequently eliminated from further review and not carried forward in the EIR include Sepulveda Boulevard, I-210 Freeway Terminus Point, and Van Nuys Boulevard between the Metro Orange Line and Ventura Boulevard. These alternatives were not carried forward into the EIR because they would not avoid or substantially lessen the proposed Project's significant impacts and/or they did not meet the project objectives. A detailed description of these alternatives and an explanation of why they were not carried forward are included in Chapter 2 of the FEIS/FEIR.

3.4 Environmentally Superior Alternative

Section 15126.6 of the CEQA Guidelines requires that an "environmentally superior" alternative be identified and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of adverse impacts. In this case, the No Project Alternative would result in fewer impacts on the existing environment. However, it should also be recognized that there could be adverse transportation, air quality, and greenhouse gas environmental consequences from making no improvements to transit service along the project corridor, and none of the mobility and connectivity benefits for the community that could occur under the proposed build alternatives would occur under the No-Build Alternative.

Pursuant to CEQA regulations (see State CEQA Guidelines Section 15126.6(e)(2), when the No-Project (aka No-Build) Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. To determine which of the other alternatives would be environmentally superior, the analysis focuses on those impacts identified as adverse and/or significant and unavoidable, even after mitigation.

As shown in Table 1 below, the TSM Alternative would not result in any significant impacts/adverse effects after mitigation, as opposed to all five build alternatives, which would result in significant impacts/adverse effects after implementation of proposed mitigation measures. The TSM Alternative would, therefore, be the environmentally superior alternative. However, as shown in Table 1, the TSM Alternative would meet only three of the five primary project objectives and to a much more limited extent for those three objectives than under the build alternatives. Alternatives 1 through 3 would meet four of the five project objectives; Alternatives 4 and the LPA would meet all five of the project objectives. Among Alternatives 1 through 4 and the LPA, Alternatives 1 and 2 would result in unavoidable significant adverse impacts in 6 of the 12 impact categories; Alternative 3 would result in unavoidable significant adverse impacts in 8 categories, and Alternative 4 and the LPA would result in unavoidable significant adverse impacts in 7 of the 12 environmental impact categories.

Alternative 1 would be the environmentally superior alternative because although it would result in significant impacts in the same number of categories as Alternative 2, those impacts would be less extensive. However, it should be noted that Alternative 1 would not provide the mobility and environmental benefits that could occur under the LPA, which would result in substantially more transit boardings, significantly less travel time, and greater reductions in vehicle miles traveled and greenhouse gas emissions than Alternative 1. Therefore, Alternative 1 would not fulfill the project objectives to the extent that the LPA would.

Table 1: Alternatives Evaluation

Criteria	No Build	TSM	Alt 1: Curb-Running BRT	Alt 2: Median-Running BRT	Alt 3: Median-Running Low-Floor LRT/Tram	Alt 4: Median-Running LRT	LPA (Alt. 4 Modified: At-Grade LRT)
Project Objectives							
Provide new service and/or infrastructure that improves passenger mobility and connectivity to regional activity centers.	No	Yes	Yes	Yes	Yes	Yes	Yes
Provide more reliable transit service.	No	Yes	Yes	Yes	Yes	Yes	Yes
Increase transit service efficiency (speeds and passenger throughput) in the project study area.	No	No	Yes	Yes	Yes	Yes	Yes
Provide additional transit options in an area with a large transit-dependent population.	No	Yes	Yes	Yes	Yes	Yes	Yes
Encourage modal shift thereby improving air quality and reducing greenhouse gas emissions in the project study area.	No	No	No	No	No	Yes	Yes
Alternative Features							
Travel time (minutes)*	35.7	35.7	32.2	29.2	34.3	25.4	25.9
Capital costs (millions of \$ [2018])	\$ 0	\$39.4	\$329.3	\$450.2	\$1,456	\$2,995–\$3,220	\$1,900–\$2,200
Alternative length (miles)	N/A	N/A	9.2	9.2	9.2	9.2	9.2
New stations	0	0	18	17	28	14	14
Significant Environmental Impacts Remaining after Mitigation?							
Transportation, Transit, Circulation, and Parking	No	No	Yes	Yes	Yes	Yes	Yes
Land Use	No	No	Yes	Yes	Yes	Yes	Yes
Visual Quality and Aesthetics	No	No	No	No	Yes	Yes	Yes

East San Fernando Valley Transit Corridor Project
Findings of Fact and Statement of Overriding Consideration

Criteria	No Build	TSM	Alt 1: Curb-Running BRT	Alt 2: Median-Running BRT	Alt 3: Median-Running Low-Floor LRT/Tram	Alt 4: Median-Running LRT	LPA (Alt. 4 Modified: At-Grade LRT)
Air Quality	No	No	Yes	Yes	Yes	Yes	Yes
Greenhouse Gas Emissions	No	No	No	No	Yes	No	No
Noise and Vibration	No	No	Yes	Yes	Yes	Yes	Yes
Geology, Soils, and Seismicity	No	No	No	No	No	No	No
Hazardous Waste and Materials	No	No	No	No	No	No	No
Ecosystems and Biological Resources	No	No	No	No	No	No	No
Safety and Security	No	No	Yes	Yes	Yes	Yes	Yes
Parklands and Community Facilities	No	No	Yes	Yes	Yes	Yes	Yes
Historic, Archaeological, and Paleontological Resources	No	No	No	No	No	No	No

* AM peak northbound travel time from Metro Orange Line to Sylmar Metrolink station.

Source: KOA and ICF, 2019.

3.5 Statement of Overriding Considerations

The LPA would result in unavoidable significant adverse impacts after mitigation in the following impact categories: Transportation, Transit, Circulation, and Parking; Land Use; Visual Quality and Aesthetics; Air Quality; Noise and Vibration; Safety and Security; and Parklands and Community Facilities.

The benefits of the project are listed below. Any one of the overriding considerations of economic, social, and environmental benefits individually would be sufficient to outweigh the adverse environmental impacts of the proposed project and justify the adoption and certification of the FEIS/FEIR.

1. The LPA successfully meets all of the project objectives, which reflect Metro's mission to meet public transportation and mobility needs for transit infrastructure while also being a responsible steward of the environment and considerate of affected agencies and community members when planning a fiscally sound project.
2. The LPA provides more reliable operations and connections between key transit hubs and routes throughout the immediate and exterior study area.
3. Implementation of the LPA would enhance transit accessibility/connectivity to a multitude of local and regional destinations, and the greater Los Angeles County regional transit network by connecting to the Sylmar/San Fernando Metrolink Station in the north and the Metro Orange Line Station in the south. New links between the LPA and other transit lines would improve transit travel time for residents throughout the County and increase transit service efficiency by improving public transportation travel speeds and passenger throughput.
4. The implementation of the LPA would provide additional transit options in a largely transit-dependent area, which may indirectly contribute to the upwards social mobility of residents in the region. Because of the centralized trip patterns, transit accessibility and connectivity are integral to project study area resident travel needs (35 percent are transit-dependent).
5. The LPA is expected to decrease daily Vehicle Miles Traveled (VMT) under the future year 2040 with project conditions, by 78,131 miles compared to the No-Build Alternative by promoting modal shift to transit from private vehicles within the eastern San Fernando Valley, which will reduce energy consumption and lower emissions of some air pollutants, including greenhouse gas emissions and other pollutants that currently contribute to our regional air quality problems, resulting in beneficial air quality and climate change effects.
6. The LPA would address the increasing travel demand in the region.

Improved mobility through the implementation of the LPA has the potential to boost economic development and improve social justice by providing better access to employment, educational and health facilities, and activity centers. Accordingly, the Los Angeles County Metropolitan Transportation Authority (Metro) hereby concludes that the proposed LPA's benefits outweigh and override its unavoidable significant impacts for the reasons stated above. Metro has reached this decision after having done all of the following: (1) adopted all feasible mitigation measures, (2) rejected infeasible alternatives to the project, (3) rejected alternatives that would not feasibly attain

most of the project objectives, (4) recognized all significant, unavoidable impacts and rejected alternatives that would not avoid or substantially lessen any of the significant effects of the project, and (5) balanced the benefits of the proposed project against its significant and unavoidable impacts.

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

PREPARED FOR:

Los Angeles County Metropolitan Transportation Authority



OCTOBER 2020

Mitigation Monitoring and Reporting Program

CEQA requires agencies that adopt an Environmental Impact Report (EIR) or Mitigated Negative Declaration to take affirmative steps to determine that approved mitigation measures are implemented after project approval.

As part of CEQA's environmental review procedures, Section 21081.6 requires a public agency to adopt a reporting or monitoring program for assessing and ensuring the efficacy of any mitigation measures applied to a proposed project. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during project implementation. As stated in Public Resources Code Section 21081.6 (a) (1):

The public agency shall 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. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

CEQA Section 15097 provides general guidelines for implementing mitigation monitoring and reporting programs (MMRPs). Specific reporting and/or monitoring requirements, which are to be enforced during project implementation, shall be defined prior to final approval of the proposal by the responsible decision maker(s).

In response to established CEQA requirements and those of Public Resources Code Section 21000 et seq., this MMRP for the proposed East San Fernando Valley Transit Corridor Project shall be submitted for adoption by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (Metro) prior to completion of the environmental review process.

Metro, as the project proponent and lead agency, shall be responsible for assuring full compliance with the provisions of this program. The Chief Executive Officer (CEO) of Metro may delegate duties and responsibilities to Metro staff, applicants, and consultants as necessary. The CEO shall also ensure that monitoring reports are filed on a timely basis and, when identified, that program violations are corrected. Progress toward completion of the required mitigation program, or violations thereof, shall be reported at prescribed intervals to the CEO. The reports shall be prepared using approved forms or an acceptable format. These reports will be available for public review at any time.

This MMRP includes the mitigation measure(s) identified in the Final EIR and for each mitigation measure, the following information is provided:

- Party Responsible for Implementation of the Mitigation Measure;
- Implementation Phase;
- Party Responsible for Monitoring Implementation;
- Monitoring Activity;
- Monitoring Period;

- Monitoring Frequency; and
- Outside Agency Coordination.

The table below presents the MMRP for the proposed project.

Mitigation Monitoring and Reporting Program

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
Transportation, Transit, Circulation, and Parking					
MM-TRA-1: The Traffic Management Plan (TMP) shall require Metro to communicate closures and information on any changes to bus service to local transit agencies in advance and develop detours as appropriate. Bus stops within work areas shall be relocated, with warning signs posted in advance of the closure, and warnings and alternate stop notifications posted during the extent of the closure.	Los Angeles County Metropolitan Transportation Authority, construction contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure a TMP and the requirements listed as part of MM-TRAF-1 are specified. 2. Check once during pre-construction to confirm that a TMP has been prepared. 3. Periodically inspect construction sites, as necessary, to confirm the TMP measures have been implemented. 	Local transit agencies
MM-TRA-2: The Traffic Management Plan shall include the following typical measures, and others as appropriate: <ul style="list-style-type: none"> • Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during the off-peak hours. • Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas. • Where feasible, temporarily restripe roadways including turning lanes, through lanes, and parking lanes at the affected intersections to maximize the vehicular capacity at those locations affected by construction closures. • Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at those locations affected by construction closures. In these areas where street parking is temporarily removed in front of businesses, the contractor shall provide wayfinding to other nearby parking lots or temporary 	Los Angeles County Metropolitan Transportation Authority, construction contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure all measures listed as part of MM-TRAF-2 are specified. 2. Check once during pre-construction to confirm that a TMP has been prepared. 3. Periodically inspect construction sites, as necessary, to confirm project traffic control measures have been implemented, as practicable. 	Local jurisdictions school districts, and business owners; Caltrans;

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>lots, with any temporary parking secured well in advance of parking being removed in the affected area.</p> <ul style="list-style-type: none"> Place station traffic control officers at major intersections during peak hours to minimize delays related to construction activities; Assign a Construction Relations team inclusive of a manager, senior officers, and social media strategist to develop and implement the Metro Board's adopted Construction Relations model. The team will conduct the outreach program to inform the general public about the construction process, planned roadway closures, and anticipated mitigations through community briefings in public meeting spaces and use of signage (banners, etc.). Develop and implement a program with business owners to minimize effects to businesses during construction activities, including but not limited to signage, Eat, Shop, Play, and promotional programs. Consult and seek input on the designation and identification of haul routes and hours of operation for trucks with the local jurisdictions, school districts and Caltrans. The selected routes should minimize noise, vibration, and other effects. To the extent practical, maintain traffic lanes in both directions, particularly during the morning and afternoon peak hours. Maintain access to adjacent businesses and schools (including passenger loading areas for parents dropping off 					

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>students) via existing or temporary driveways or loading zones throughout the construction period.</p> <ul style="list-style-type: none"> Coordinate potential road closures and detour routes and other construction activities that could adversely affect vehicle routes in the immediate vicinity of local schools with local school districts. Install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety. 					
<p>MM-TRA-3: To ensure potential impacts on pedestrian and bicycle facilities are minimized to the extent feasible, the Traffic Management Plan (TMP) and Traffic Control Plan (TCP) shall include the following:</p> <ul style="list-style-type: none"> Bicycle detour signs shall be provided, as appropriate, to route bicyclists away from detour areas with minimal-width travel lanes and onto parallel roadways. Sidewalk closure and pedestrian route detour signs shall be provided, as appropriate, that safely route pedestrians around work areas where sidewalks are closed for safety reasons or for specific construction work within the sidewalk area. In addition, the project contractor shall ensure appropriate “Open during Construction,” wayfinding, and promotional signage for businesses affected by sidewalk closures is provided and access to these businesses is maintained. 	Los Angeles County Metropolitan Transportation Authority, construction contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> Check construction specifications during preparation of construction bid packages to ensure that the TMP and TCP requirements in MM-TRA-3 are specified. Periodically inspect construction sites, as necessary, to confirm that pedestrian and bicycle measures in TMP and TCP are being implemented, as appropriate. 	None
<p>MM-TRA-4: During the Preliminary Engineering phase of the project, Metro will work with the Cities of Los Angeles and San</p>	Los Angeles County Metropolitan	Final Design, Construction	Los Angeles County Metropolitan	<ol style="list-style-type: none"> Check as necessary during final design to ensure coordination occurs with the Cities of Los Angeles and San Fernando 	Cities of Los Angeles and San Fernando

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
Fernando to synchronize and coordinate signal timing and to optimize changes in roadway striping to minimize potential operational traffic impacts and hazards to the extent feasible.	Transportation Authority		Transportation Authority	<ul style="list-style-type: none"> to minimize potential operational traffic impacts and hazards as specified in MM-TRA-4. 2. Check plans periodically as necessary to ensure any proposed physical improvements to minimize operational traffic impacts including signal timing are incorporated in project plans. 3. Check periodically during construction to ensure improvements are implemented in accordance with plans. 	
MM-TRA-5: Additional visual enhancements, such as high-visibility crosswalks that meet current LADOT design standards, to the existing crosswalks at each proposed station location shall be implemented to further improve pedestrian circulation.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ul style="list-style-type: none"> 1. Check plans as necessary during final design to ensure proposed crosswalk improvements are included. 2. Periodically check construction/project site, as necessary, to confirm that additional visual enhancements are implemented in accordance with plans. 	LADOT
MM-TRA-6: To further reduce potential adverse and less-than-significant pedestrian impacts, Metro shall prepare a First/Last Mile study that documents preferred pedestrian access to each station, general pedestrian circulation in the immediate vicinity of the station, and potential sites for connections to nearby bus services. The purpose of this study shall include ensuring sufficient circulation, access, and information important to users of the transit system. The results of the study shall be implemented through coordination between Metro and the local jurisdictions of the City of Los Angeles and the City of San Fernando.	Los Angeles County Metropolitan Transportation Authority	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ul style="list-style-type: none"> 1. Check during final design as necessary to confirm a First/Last Mile study has been prepared in accordance with requirements as specified. 2. Check as needed during final design to confirm recommended improvements have been included in project plans. 3. Periodically check construction/project site, as necessary, to confirm that the requirements specified as part of the First/Last Mile study are implemented. 	City of Los Angeles and City of San Fernando
MM-TRA-7: To reduce the potential impacts due to removal of the existing bike lanes extending approximately 2 miles north on Van Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon	Los Angeles County Metropolitan Transportation Authority	Final Design	Los Angeles County Metropolitan Transportation Authority	<ul style="list-style-type: none"> 1. Check during final design as necessary to confirm coordination with LADOT regarding replacement locations for Class II bike lanes that meet the goals 	City of Los Angeles Department of Transportation

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
Boulevard to San Fernando Road, two parallel corridors have been identified for consideration and approval by the Los Angeles Department of Transportation (LADOT) as bike friendly corridors. These include Filmore Street to the west and Pierce Street to the east, which can be developed as Class III Bike Friendly streets by striping sharrows and providing signage. Metro shall also continue to work with LADOT to identify, to the extent feasible, replacement locations for Class II bike lanes that meet the goals and policies in the City of Los Angeles Bicycle Plan.				and policies of the City of Los Angeles Bicycle Plan has occurred.	
Communities and Neighborhoods					
MM-CN-1: A formal educational and public outreach campaign shall be implemented to discuss potential community and neighborhood concerns, including relocations, visual/aesthetics changes, and fare policies, and to communicate information about the project with property owners and community members.	Los Angeles County Metropolitan Transportation Authority	Pre-Construction, Construction, and Post Construction	Los Angeles County Metropolitan Transportation Authority	Check as necessary during project phases to ensure outreach efforts are conducted in accordance with mitigation measure.	Members of public, and public organizations and agencies
Visual Quality & Aesthetics					
MM-VIS-1: Construction staging shall be located away from residential and recreational areas and shall be screened to minimize visual intrusion into the surrounding landscape. The screening shall be a height and type of material that is appropriate for the context of the surrounding land uses. There shall be Metro-branded community-relevant messaging on the perimeter of the construction staging walls. Lighting within construction areas shall face downward and shall be designed to minimize spillover lighting into adjacent properties.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check to ensure construction bid documents include language detailing requirements as stated in MM-VIS-1. 2. Verify staging areas are screened. 3. Periodically inspect construction sites to confirm compliance with MM-VIS-1 	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
MM-VIS-2: Vegetation removal shall be minimized and shall be replaced following construction either in-kind or following the landscaping design palette for the project, which would be prepared in consultation with the Cities of Los Angeles and San Fernando, including the City Tree Removal Policy and replacement ratio.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to confirm that a landscaping design palette is developed in coordination with the City of Los Angeles and the City of San Fernando and is included in project plans. 2. Check construction sites as necessary to ensure compliance with plans and MM-VIS-2.	Cities of Los Angeles and San Fernando
MM-VIS-3: Scenic resources, including landscape elements such as rows of palm trees (along Van Nuys Boulevard) or mature trees (along San Fernando Road) and uniform lighting, shall be preserved, where feasible.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check plans to ensure scenic resources such as trees are protected where feasible. 2. Periodically inspect construction sites, for compliance with plans.	None
MM-VIS-4: Lighting associated with the project shall be designed to face downward and minimize spillover lighting into adjacent properties, in particular residential and recreational properties.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check project plans to ensure compliance with MM-VIS-4 lighting design requirements. 2. Periodically inspect construction sites to confirm compliance with lighting plans.	None
MM-VIS-5: Infrastructure elements shall be designed with materials that minimize glare.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check project plans to ensure compliance with material design measures in MM-VIS-5. 2. Periodically inspect construction sites to confirm compliance with plans.	None
Air Quality					
MM-AQ-1: Construction vehicle and equipment trips and use shall be minimized to the extent feasible and unnecessary idling of heavy equipment shall be avoided.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check construction specifications during preparing of construction bid packages to ensure the requirements, as specified in this mitigation measure are included. 2. Periodically check, as necessary, construction sites to confirm compliance with construction specifications as described in this mitigation measure.	None
MM-AQ-2: Solar powered, instead of diesel powered, changeable message signs shall be used.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check construction specifications during preparation of construction bid packages to ensure use/inclusion of solar powered changeable message signs.	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
				2. Periodically check, as necessary, construction/project site to ensure usage of solar powered changeable message signs.	
MM-AQ-3: Electricity from power poles, rather than from generators, shall be used where feasible.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check construction specifications during preparation of construction bid packages to ensure use/inclusion of electricity from power poles. 2. Periodically check, as necessary, construction site for usage of electricity from power poles.	None
MM-AQ-4: Engines shall be maintained and tuned per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Periodic, unscheduled inspections shall be conducted to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check construction specifications during preparation of construction bid packages to ensure maintenance/tuning of engines shall be set to perform at EPA certification levels. 2. Periodically conduct unscheduled inspections of the construction site, to ensure that engines are maintained and tuned per the manufacturer's specifications to perform at EPA certification levels and other measures described in this mitigation measure.	None
MM-AQ-5: Any tampering with engines shall be prohibited and continuing adherence to manufacturer's recommendations shall be required.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Periodically conduct unscheduled inspections of the construction site, to ensure that tampering with engines is not permitted and the adherence of the manufacturer's recommendations.	None
MM-AQ-6: New, clean (diesel or retrofitted diesel) equipment meeting the most stringent applicable federal or state standards shall be used and the best available emissions control technology shall be employed. Tier 4 engines shall be used for all construction equipment. If non-road construction equipment that meets Tier 4 engine standards is not available, the	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check construction specifications during preparation of construction bid packages to ensure use/inclusion of emissions reducing construction equipment and technology. 2. Periodically inspect construction sites, as necessary, to confirm use of equipment that meets the most stringent applicable federal or state standards and the best	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
Construction Contractor shall be required to use the best available emissions control technologies on all equipment.				available emissions control technology, and that Tier 4 engines shall be used for all construction equipment.	
MM-AQ-7: EPA-registered particulate traps and other appropriate controls shall be used where suitable to reduce emissions of diesel particulate matter (PM) and other pollutants at the construction site.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure use/inclusion of emissions reducing construction equipment and technology. 2. Periodically inspect construction sites, as necessary, to confirm use of EPA-registered particulate traps and other appropriate controls to reduce emissions of diesel particulate matter (PM) and other pollutants. 	None
MM-AQ-8: Consistent with South Coast Air Quality Management District Rule 1113, all architectural coatings for building envelope associated with the project shall use coatings with a Volatile Organic Compound content of 50 grams per liter or less.	Los Angeles Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure use of low-VOC coatings are specified. 2. Periodically inspect construction sites, as necessary, to confirm use of low-VOC coatings. 	None
MM-AQ-9: The Design-Builder shall implement feasible means and methods that would minimize cumulative air quality impacts during the construction period, including, but not limited to, the following: <ol style="list-style-type: none"> 1. Timing project-related construction activities associated with the maintenance and storage facility (MSF), stations, and track installation such that overlapping schedules are minimized. 2. Timing project-related construction activities so that overlapping schedules with other projects in the area are avoided. 3. Reducing the number of pieces of diesel-fueled equipment used at a given time when construction activities occur in the vicinity of 	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure use/inclusion of means and methods that would minimize cumulative air quality impacts utilizing methods including but not limited to those described as part of this mitigation measure. 2. Periodically check with construction contractor and inspect construction sites, as necessary to confirm use of means and methods to minimize cumulative air quality impacts. 	

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
sensitive receptors, such as residences, schools, parks, hospitals, and nursing homes.					
Noise and Vibration					
MM-NOI-1a: Specific measures to be employed to mitigate construction noise impacts shall be developed by the contractor and presented in the form of a Noise Control Plan. The Noise Control Plan shall be submitted for review and approval before the beginning of construction noise activities.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure the development of a Noise Control Plan is included. 2. Check to confirm a Noise Control Plan is prepared, it's submitted for Metro approval, and Metro approval is obtained. 3. Inspect construction sites for compliance with Noise Control Plan. 	None
MM-NOI-1b: The contractor shall adequately notify the public of construction operations and schedules no less than 72 hours in advance of construction through a construction notice with confirmed details and a look-ahead briefing several weeks in advance.	Los Angeles County Metropolitan Transportation Authority, Contractor	Construction	Los Angeles County Metropolitan Transportation Authority	Check periodically as necessary to confirm advance notifications to the public are provided in compliance with MM-NOI-1b.	Members of the public and public agencies and organizations
MM-NOI-1c: If a noise variance from Section 41.40(a) of the Los Angeles Municipal Code is sought for nighttime construction work, a noise limit shall be specified. The contractor shall employ a combination of the noise-reducing approaches listed in MM-NOI-1d to meet the noise limit.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction plans and schedules as necessary to confirm whether nighttime construction work and noise variance will be required. 2. Check to confirm noise variance is obtained, if required, and a noise limit is specified per MN-NOI-1c. 	City of Los Angeles
MM-NOI-1d: Where feasible, the contractor shall use the following noise-reducing approaches: <ul style="list-style-type: none"> • The contractor shall use specialty equipment with enclosed engines and/or high-performance mufflers. • The contractor shall locate equipment and staging areas as far from noise-sensitive receivers as possible. 	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction.	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure all measures listed as part of MM-NOI-1d have been specified. 2. Periodically inspect construction sites to confirm implementation of noise reduction measures. 	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<ul style="list-style-type: none"> The contractor shall limit unnecessary idling of equipment. The contractor shall install temporary noise barriers to enclose stationary noise sources, such as compressors, generators, laydown and staging areas, and other noisy equipment. The contractor shall reroute construction-related truck traffic away from residential buildings to the extent practicable. The contractor shall sequence the use of equipment so that simultaneous use of the loudest pieces of equipment is avoided as much as practicable. The contractor shall avoid the use of impact equipment and, where practicable, use non-impact equipment. Non-impact equipment could include electric or hydraulic-powered equipment rather than diesel and gasoline-powered equipment where feasible. The contractor shall use portable noise control enclosures for welding in the construction staging area. The contractor shall use lined or covered storage bins, conveyors, and chutes with noise-deadening material for truck loading and operations. The contractor shall use strobe lights or other OSHA-accepted methods rather than back-up alarms during nighttime construction. 					
MM-NOI-1e: If the proposed mitigation measures identified in this section do not reduce the identified significant noise	Los Angeles County Metropolitan	Pre-Construction, Construction	Los Angeles County Metropolitan	Check, as necessary, to determine whether construction noise mitigation measures reduce construction noise impacts on local	LAUSD and other local schools

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
impacts on Los Angeles Unified School District and other affected local schools to a less-than-significant level, Metro shall develop new and appropriate measures, to the extent feasible, to effectively reduce construction-related or operational noise. Provisions shall be made to allow the affected school or designated representative(s) to notify Metro when such measures are warranted.	Transportation Authority, Contractor		Transportation Authority	schools to less-than-significant levels. If not, check to confirm new and appropriate feasible measures are developed and implemented.	
MM-VIB-1: Where equipment, such as a vibratory roller, that produces high levels of vibration is used near buildings, the Construction Vibration Control Plan shall also include mitigation measures to minimize vibration impact during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include: <ul style="list-style-type: none"> • The contractor shall minimize the use of tracked vehicles. • The contractor shall avoid vibratory compaction. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded. 	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction.	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure that development of a Construction Vibration Control Plan is included. 2. Check to confirm Construction Vibration Control Plan is completed, is submitted for Metro approval, and approval is obtained. 3. Inspect construction sites to ensure compliance with measures with Construction Vibration Control Plan 	None
MM-NOI-2a: A sound wall shall be constructed at the northern edge of the alignment where the LRT curves to transition between Van Nuys Boulevard and San Fernando Road, in the area bounded by Pinney Street, El Dorado Avenue, Van Nuys Boulevard, and San Fernando Road. The sound wall shall be constructed to mitigate the increase in traffic noise levels that would result from removing the row of buildings in	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction.	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check project plans to confirm inclusion of sound wall described in MM-NOI-2a. 2. Check construction to confirm construction of sound wall in compliance with plans. 	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
this area. Sound walls shall be constructed in such a fashion as to not impair the Train Operator vision triangle sightlines.					
MM-NOI-2b: Friction control shall be incorporated into the design for the curves at Van Nuys Boulevard/San Fernando Road, Van Nuys Boulevard/El Dorado Boulevard, and Van Nuys Boulevard/Vesper Avenue. Friction control may consist of installing lubricators on the rail or using an onboard lubrication system that applies lubrication directly to the wheel.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check final design plans to confirm inclusion of friction control requirements as stated in MM-NOI-2b. 2. Inspect construction to confirm installation of friction controls.	None
MM-NOI-3a: The following noise limit shall be included in the purchase specifications for the traction power substation (TPSS) units: TPSS noise shall not exceed 50 dBA at a distance of 50 feet from any part of a TPSS unit.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Review construction bid package and specifications to confirm inclusion of TPSS noise specifications identified in MM-NOI-3a. 2. Check noise levels from TPSS to confirm compliance with noise specifications.	None
MM-NOI-3b: The TPSS units shall be located within the parcel as far from sensitive receivers as feasible. If possible, the cooling fans shall be oriented away from sensitive receivers.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	1. Review and verify final design plans to confirm TPSS locations comply with MM-NOI-3b. 2. Check construction sites to confirm compliance with plans.	None
MM-NOI-3c: If necessary, a sound enclosure shall be built around the TPSS unit to further reduce noise levels at sensitive receivers to below the applicable impact threshold.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check noise levels as necessary to confirm whether noise levels at sensitive receptors are below the applicable threshold. 2. Check to confirm a sound enclosure is constructed if levels exceed applicable thresholds.	None
MM-VIB-2a: Metro shall complete additional vibration analysis to confirm the locations where vibration levels would exceed NEPA significance thresholds, as defined in the FTA (2018) <i>Transit Noise and Vibration Impact Assessment</i> guidance manual. Where exceedances would occur, the contractor	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Confirm that additional vibration analyses are conducted during final design and that design measures are proposed to ensure applicable thresholds are not exceeded. 2. Check plans to confirm vibration control design measures are included.	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
shall employ methods to reduce vibration to levels below applicable thresholds. A floating-slab track, a continuous-mat floating slab, or a vibration-isolated embedded track system, such as QTrack, could be considered.				3. Inspect construction sites as necessary to confirm compliance with plans.	
MM-VIB-2b: The contractor shall install moveable point frogs at the crossovers on Van Nuys Boulevard/Osborne Street and at Van Nuys Boulevard/Canterbury Avenue. If further investigation confirms that an alternative low-impact frog would reduce vibration levels below the applicable thresholds, the alternative may be installed.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	1. Review and verify final design plans for inclusion of vibration control design measures as specified in MM-VIB-2a. 2. Inspect construction sites to confirm compliance with plans.	None
MM-VIB-2c: Low-impact frogs such as conformal frogs or spring frogs shall be used at all crossovers and turnouts not covered under MM-VIB-2b. Traditional crossovers may be used in locations where analysis shows vibration levels will not exceed the applicable thresholds at nearby sensitive receivers.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Review and verify final design plans for inclusion of vibration control design measures as specified in MM-VIB-2a. 2. Inspect construction sites to confirm compliance with plans.	None
Geology, Soils, and Seismicity					
MM-GEO-1: Metro design criteria require probabilistic seismic hazard analyses (PSHA) to estimate earthquake loads on structures. These analyses consider the combined effects of all nearby faults to estimate ground shaking. During Final Design, site-specific PSHAs shall be used as the basis for evaluating the ground motion levels along the project corridor. The structural elements of the proposed project shall be designed and constructed to resist or accommodate appropriate site-specific estimates of ground loads and distortions imposed by the design earthquakes and conform to Metro's Design Standards for the Operating and Maximum Design Earthquakes. The concrete structures will be designed according to the Building	Los Angeles County Metropolitan Transportation Authority	Final Design	Los Angeles County Metropolitan Transportation Authority	1. Verify the completion of PSHA. 2. Check project plans as needed to confirm structural elements are designed in accordance with design standards and code requirements.	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
Code Requirements for Structural Concrete (ACI 318) by the American Concrete Institute.					
MM-GEO-2: At liquefaction or seismic settlement prone areas, evaluations by geotechnical engineers shall be performed during Final Design to provide estimates of the magnitude of the anticipated liquefaction or settlement. Based on the magnitude of evaluated liquefaction, either structural design, or ground improvement (such as deep soil mixing) or deep foundations to non-liquefiable soil (such as drilled piles) measures shall be selected. Site-specific design shall be selected based on State of California guidelines and design criteria set forth in the Metro Seismic Design Criteria.	Los Angeles County Metropolitan Transportation Authority,	Final Design	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify that geotechnical engineers conduct evaluations at liquefaction and seismic settlement prone areas. 2. Review and verify plans to ensure that proposed improvements are designed in compliance with seismic guidelines and criteria as specified in MM-GEO-2. 	None
Hazardous Waste and Materials					
MM-HAZ-1: An environmental investigation shall be performed during design for transit structures, TPSS locations, stations, and the maintenance and storage facility (MSF). The environmental investigation shall collect soil, groundwater, and/or soil gas samples to delineate potential areas of contamination that may be encountered during construction or operations. The environmental investigation shall include the following: <ul style="list-style-type: none"> • Properties potentially to be acquired are listed on multiple databases and shall be evaluated further for contaminants that were manufactured, stored, or released from the facility. If contaminated soil (e.g., soil contaminated from organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and/or other hazardous substances) is found, it shall be removed, transported 	Los Angeles County Metropolitan Transportation Authority	Final Design, Pre-Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify that environmental investigations to delineate potential areas of contamination are performed for transit structures, TPSS locations, stations and the MSF as described in MM-HAZ-1. 2. Check to confirm hazardous materials are removed, transported, and disposed of or remediated in accordance with applicable regulations. 	Local hazardous materials regulatory agencies; CalGEM

<p>to an approved disposal location, and remediated according to state law.</p> <ul style="list-style-type: none"> • Phase II subsurface investigations for potential impacts from adjoining current or former underground storage tanks (UST) sites and nearby leaking underground storage tank (LUST) sites. • A Phase II subsurface investigation to evaluate potential presence of perchloroethene (PCE) shall be performed along the portions of the project alignment that are adjacent to former and current dry cleaners. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • If construction encroaches into the two former plugged and abandoned dry-hole oil exploration wells mapped adjacent to the proposed project right-of-way, the project team shall consult with the Division of Oil Gas and Geothermal Resources (DOGGR), which is now the California Geologic Energy Management Division (CalGEM), regarding the exact locations of the abandoned holes and the potential impact of the wells on proposed construction. • The locations of proposed improvements involving excavations adjacent to (within 50 feet of) the electrical substation shall be screened prior to construction by testing soils within 5 feet of the existing ground surface for polychlorinated biphenyls (PCBs). If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Buildings that will be demolished shall have a comprehensive asbestos 					
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<p>containing materials (ACM) inspection prior to demolition. In addition, ACM may be present in the existing bridge crossings at the Pacoima Diversion Channels. If improvements associated with the proposed project will disturb the existing bridge crossings, then these structures shall be evaluated for suspect ACM. If ACM is found, it shall be removed, and transported to an approved disposal location according to state law.</p> <ul style="list-style-type: none"> • Areas where soil may be disturbed during construction shall be tested for aerially deposited lead (ADL) according to Caltrans ADL testing guidelines. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Lead and other heavy metals, such as chromium, may be present within yellow thermoplastic paint markings on the pavement. These surfacing materials shall be tested for lead based paint (LBP) prior to removal. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Former railroad rights-of-way that crossed or were adjacent to the project right-of-way may contain hazardous materials from the use of weed control, including herbicides and arsenic, and may also contain Treated Wood Waste (TWW). Soil sampling for potentially hazardous weed control substances shall be conducted for health and safety concerns in the event that construction earthwork involves soil removal from the former railroad rights-of-way. If encountered during construction, 					
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Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
railroad ties designated for reuse or disposal (including previously salvaged railroad ties in the project right-of-way) shall be managed or disposed of as TWW in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386.					
MM-HAZ-2: The contractor shall implement a Worker Health and Safety Plan prior to the start of construction activities. All workers shall be required to review the plan, receive training if necessary, and sign the plan prior to starting work. The plan shall identify properties of concern, the nature and extent of contaminants that could be encountered during excavation activities, appropriate health and environmental protection procedures and equipment, emergency response procedures including the most direct route to a hospital, and contact information for the Site Safety Officer.	Contractor	Pre-Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify that construction bid documents include the development and implementation of a Worker Health and Safety Plan. 2. Check to confirm plan has been completed. 	None
MM-HAZ-3: The contractor shall implement a Contaminated Soil/Groundwater Management Plan during construction to establish procedures to follow if contamination is encountered in order to minimize associated risks. The plan shall be prepared during the final design phase of the project, and the construction contractor shall be held to the level of performance specified in the plan. The plan shall include procedures for the implementation of the following measures: <ul style="list-style-type: none"> • Contacting appropriate regulatory agencies if contaminated soil or groundwater (e.g., groundwater contaminated from organic wastes, sediments, minerals, nutrients, thermal 	Contractor	Final Design; Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify that construction bid documents include the development of a Contaminated Soil/Groundwater Management Plan. 2. Check to confirm plan has been completed. 3. If contaminated soils are encountered, check, as necessary, to confirm procedures are followed in compliance with plan and that contaminated soils are handled, transported, and treated in accordance with regulatory agencies and Section 4.10.1.1 of the EIR. 	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>pollutants, toxic chemicals, and/or other hazardous substances) is encountered</p> <ul style="list-style-type: none"> • Sampling and analysis of soil and/or groundwater known or suspected to be impacted by hazardous materials • The legal and proper handling, storage, treatment, transport, and disposal of contaminated soil and/or groundwater shall be delineated and conducted in consultation with regulatory agencies and in accordance with established statutory and regulatory requirements in Section 4.10.1.1 of this FEIR • Implementation of dust control measures such as soil wetting, wind screens, etc., for contaminated soil • Groundwater collection, treatment, and discharge shall be performed according to applicable standards and procedures listed in Section 4.10.1.1 of this FEIR 					
<p>MM-HAZ-4: The contractor shall properly maintain equipment and properly store and manage related hazardous materials, so as to prevent motor oil, or other potentially hazardous substances used during construction, from spilling onto the soil. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.</p>	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify that construction bid documents include contractor responsibilities. 2. Periodically inspect construction sites and staging areas to confirm proper handling of hazardous substances. 3. If contaminated soils are encountered, check, as necessary, to confirm that contaminated soils are handled, transported, and treated in accordance with regulatory agency requirements and Section 4.10.1.1 of the FEIR. 	None
<p>MM-HAZ-5: For reconstruction of the Pacoima Wash bridge that crosses Metro right-of-way, the construction spoils (e.g., excavated soils, cuttings generated during installation of Cast-in-drilled hole (CIDH) piles, including those in contact with the groundwater, shall be contained and tested</p>	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to confirm all measures listed as part of MM-HAZ-5 have been specified. 	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
for total chromium, 1,4-dioxane, trichloroethylene (TCE), and perchloroethene (PCE) to determine appropriate disposal.				2. Periodically inspect construction sites, as necessary, to confirm compliance with MM-HAZ-5.	
MM-HAZ-6: A Contaminated Soil/Groundwater Management Plan shall be prepared during final design that describes appropriate methods and measures to manage contamination encountered during construction.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design	Los Angeles County Metropolitan Transportation Authority	Check to confirm that a Contaminated Soil/Groundwater Management Plan has been prepared.	None
Ecosystems and Biological Resources					
<p>MM-BIO-1: Avoid and Minimize Project-Related Impacts on Special-Status Bat Species</p> <p>In the maternity season (April 15 through August 31) prior to the commencement of construction activities, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts (including palm trees) on or within 100 feet of the project boundaries. Should a potential roost be identified that will be affected by proposed construction activities, a visual inspection and/or one-night emergence survey shall be used to determine if it is being used as a maternity-roost.</p> <p>To avoid any impacts on roosting bats resulting from construction activities, the following measures shall be implemented:</p> <p>Bridges and Overpasses</p> <ul style="list-style-type: none"> Should potential bat roosts be identified that will require removal, humane exclusionary devices shall be used. Installation would occur outside of the maternity season and hibernation period (February 16-April 14 and August 16-October 30, or as determined 	Qualified bat biologist	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> Check once prior to construction that a qualified biologist is retained. Periodically check construction plans and schedules to confirm whether vegetation removal will or will not occur during non-breeding season. Confirm as necessary the completion of Special-Status Bat Species surveys by a qualified biologist. Check to confirm as necessary that a bat biologist is monitoring roosting sites and check to confirm the installation and implementation of exclusion devices in the event those devices are needed. 	CDFW

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>by a qualified biologist) unless it has been confirmed as absent of bats. If the roost has been determined to have been used by bats, the creation of alternate roost habitat shall be required, with California Department of Fish and Wildlife (CDFW) consultation. The roost shall not be removed until it has been confirmed by a qualified biologist that all bats have been successfully excluded.</p> <ul style="list-style-type: none"> Should an active maternity roost be identified, a determination (in consultation with the California Department of Fish and Wildlife or a qualified bat expert) shall be made whether indirect effects of construction-related activities (i.e., noise and vibration) could substantially disturb roosting bats. This determination shall be based on baseline noise/vibrations levels, anticipated noise-levels associated with construction of the proposed project, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment of a day-roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist. <p>Trees</p> <p>All trees to be removed as part of the project shall be evaluated for their potential to support bat roosts. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist.</p>					

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<ul style="list-style-type: none"> • If trees with colonial bat roost potential require removal during the maternity season (April 15 through August 31), a qualified bat biologist shall conduct a one-night emergence survey during acceptable weather conditions (no rain or high winds, night temperatures above 52°F) or if conditions permit, physically examine the roost for presence or absence of bats (such as with lift equipment) before the start of construction/removal. If the roost is determined to be occupied during this time, the tree shall be avoided until after the maternity season when young are self-sufficiently volant. • If trees with colonial bat roost potential require removal during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability. (October 31 through February 15, but is dependent on specific weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active. • Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16 through April 14 and August 16 through October 30, or as determined by a qualified biologist) using a two-step tree 					

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>trimming process that occurs over 2 consecutive days. On Day 1, under the supervision of a qualified bat biologist, Step 1 shall include branches and limbs with no cavities removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately (rarely) or, after emergence, will avoid returning to the roost. On Day 2, Step 2 of the tree removal may occur, which would be removal of the remainder of the tree. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist and then the limb with the potential roost would be removed on Day 2.</p> <ul style="list-style-type: none"> • Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the two-step tree trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of tree on that same day. For palm trees that can support western yellow bat (the only special-status lasiurine species with the potential to occur in the project area), shall use the two-step tree process over two days. Western yellow 					

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal.					

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>MM BIO-2: Avoid Impacts on Nesting Birds (including raptors)</p> <p>To avoid any impacts on migratory birds, resulting from construction activities that may occur during the nesting season, March 1 through August 31, the following measure shall be implemented:</p> <ul style="list-style-type: none"> A qualified biologist shall conduct a preconstruction survey of the proposed construction alignment with a 150-foot buffer for passerines and 500-feet for raptors around the site. This preconstruction survey shall commence no more than 3 days prior to the onset of construction, such as clearing and grubbing and initial ground disturbance. If a nest is observed, an appropriate buffer shall be established, as determined by a qualified biologist, based on the sensitivity of the species. For nesting raptors, the minimum buffer shall be 150 feet. The contractor shall be notified of active nests and directed to avoid any activities within the buffer zone until the nests are no longer considered to be active by the biologist. 	Qualified biologist	Pre-Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> Periodically check construction plans and schedules to confirm whether vegetation removal will occur during non-breeding season. If vegetation removal is scheduled to occur during the breeding season, check to confirm a qualified biologist has been retained and conducts nesting bird surveys. If active nests are detected, check with qualified biologist and inspect construction site to confirm buffer areas are clearly demarcated with stakes and flags. 	None

<p>MM BIO-3: Jurisdictional Waters</p> <p>Any work resulting in materials that could be discharged into jurisdictional features shall adhere to strict best management practices (BMPs) to prevent potential pollutants from entering any jurisdictional feature. Applicable BMPs to be applied shall be included in the Stormwater Pollution Prevention Plan and/or Water Quality Management Plan and shall include, but not be limited to, the following BMPs as appropriate:</p> <ul style="list-style-type: none"> • Containment around the site shall include use of temporary measures such as fiber rolls to surround the construction areas to prevent any spills of slurry discharge or spoils recovered during the separation process; • Downstream drainage inlets shall be temporarily covered to prevent discharge from entering the storm drain system; • Construction entrances/exits shall be properly set up so as to reduce or eliminate the tracking of sediment and debris offsite by including grading to prevent runoff from leaving the site, and establishing “rumble racks” or wheel water points at the exit to remove sediment from construction vehicles; • Onsite rinsing or cleaning of any equipment shall be performed in contained areas and rinse water shall be collected for appropriate disposal; • Use of a tank on work sites to collect the water for periodic offsite disposal; • Soil and other building materials (e.g., gravel) stored onsite shall be contained and covered to prevent contact with stormwater and offsite discharge; and • Water quality of runoff shall be periodically monitored before discharge 	Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Ensure inclusion of the development of a Stormwater Pollution Prevention Plan and Water Quality Management Plan in construction bid documents 2. Verify plans have been completed prior to construction. 3. Periodically check construction sites during construction to ensure compliance with plans. 	None
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Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
from the site and into the storm drainage system.					
MM BIO-4: A Project Tree Report Shall Be Approved by the City of Los Angeles and City of San Fernando Prior to construction, the contractor shall review the approved alternative alignment to determine whether any trees protected by the City of Los Angeles Tree Ordinance 177404 and City of San Fernando Comprehensive Tree Management Program Ordinance (Ordinance No. 1539) will be removed or trimmed. A tree report must be prepared, by a qualified arborist, for the project and approved by each city. Trees approved for removal (or replacement) shall be done in accordance to the specifications outlined in the city ordinances.	Contractor, Qualified arborist	Pre-Construction	Los Angeles County Metropolitan Transportation Authority	1. If tree removal is required, check to confirm a qualified arborist has been retained. 2. Check to ensure qualified arborist is monitoring construction site as needed. 3. If tree removal is required, the contractor shall verify that tree removal or replacement is in accordance with City of Los Angeles Tree Ordinance 177404 and City of San Fernando Comprehensive Tree Management Program Ordinance.	City of Los Angeles and City of San Fernando
Safety and Security					
MM-SS-1: Alternate walkways for pedestrians shall be provided around construction staging sites in accordance with ADA requirements.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-1. 2. Periodically inspect construction sites to confirm compliance ADA requirements.	None
MM-SS-2: Safe and convenient pedestrian routes to local schools shall be maintained during construction.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-2 2. Periodically inspect construction sites to confirm safe and convenient pedestrian routes to local schools are maintained.	None
MM-SS-3: Ongoing communication with school administrators shall be maintained to ensure sufficient notice of construction activities that could affect pedestrian routes to schools is provided.	Los Angeles County Metropolitan Transportation Authority	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check periodically to confirm sufficient notice of construction activities is provided to school administrators.	Local school administrators

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
MM-SS-4: All pedestrian and bicyclist detour locations around staging sites shall be signed and marked in accordance with the Manual on Uniform Traffic Control Devices “work zone” guidance, and other applicable local and state requirements.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-4 2. Periodically inspect construction sites to confirm all pedestrian and bicyclist detour locations around staging sites are signed and marked in accordance with the Manual on Uniform Traffic Control Devices. 3.	None
MM-SS-5: Appropriate traffic controls (signs and signals) shall be installed and maintained to ensure pedestrian and vehicular safety.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-5. 2. Periodically inspect construction sites to confirm appropriate traffic controls (signs and signals) are installed and maintained.	None
MM-SS-6: To the extent feasible, construction haul trucks shall not use haul routes that pass any school, except when the school is not in session.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-6. 2. Periodically confirm haul routes to confirm compliance with MM-SS-6.	None
MM-SS-7: Staging or parking of construction-related vehicles, including worker-transport vehicles, shall not occur on or adjacent to a school property when school is in session.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-7. 2. Periodically inspect construction sites to confirm compliance with MM-SS-7.	None
MM-SS-8: Crossing guards or flaggers shall be provided at affected school crossings when the safety of children may be compromised by construction-related activities.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-8. 2. Periodically inspect construction sites to confirm crossing guards or flaggers are provided at affected school crossings.	Affected schools
MM-SS-9: Barriers or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism,	Los Angeles County Metropolitan	Pre-Construction, Construction	Los Angeles County Metropolitan	1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-9.	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
short-cut attractions, and attractive nuisances.	Transportation Authority, Contractor		Transportation Authority	2. Periodically inspect construction sites to confirm barriers or fencing is installed when appropriate.	
MM-SS-10: Security patrols shall be provided to minimize trespassing, vandalism, and short-cut attractions where construction activities occur in the vicinity of local schools.	Los Angeles County Metropolitan Transportation Authority, Contractor	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure construction bid documents include language detailing requirements as stated in MM-SS-10. 2. Periodically inspect construction sites to confirm security patrols are provided when deemed necessary. 3.	None
MM-SS-11: Project plans, work plans, and traffic control measures shall be coordinated with emergency responders during preliminary engineering, final design, and construction to limit effects on emergency response times.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction, Construction	Los Angeles County Metropolitan Transportation Authority	1. Check to confirm that coordination with emergency responders occurs as identified in MM-SS-11. 2. Review and verify final design plans for inclusion of requirements as stated in MM-SS-11. 3. Periodically inspect construction sites to confirm compliance with plans.	Local emergency responders
MM-SS-12: All stations shall be illuminated to avoid shadows and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated. In addition, lighting would provide excellent visibility for train operators to be able to react to possible conflicts, especially to pedestrians crossing the track.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design	Los Angeles County Metropolitan Transportation Authority	1. Check project plans and drawings to confirm inclusion of lighting design measures. 2. Inspect construction sites to confirm compliance with plans.	None
MM-SS-13: Proposed station designs shall not include design elements that obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access to at-grade stations shall be at ground-level with clear sight lines.	Los Angeles County Metropolitan Transportation Authority	Final Design	Los Angeles County Metropolitan Transportation Authority	1. Check project plans and drawings to confirm inclusion of design elements as stated in MM-SS-13. 2. Periodically inspect construction sites to confirm compliance with plans.	None
MM-SS-14: The following measures shall be implemented to reduce pedestrian circulation impacts and hazards: <ul style="list-style-type: none"> Sidewalk widths shall be designed with the widest dimensions feasible in conformance with the Los 	Los Angeles County Metropolitan Transportation Authority	Final Design	Los Angeles County Metropolitan Transportation Authority	1. Check to ensure project plans and drawings comply with design requirements stated in MM-SS-14. 2. Inspect construction sites as needed to confirm compliance with plans.	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>Angeles/Metro's adopted "Land Use/Transportation Policy."</p> <ul style="list-style-type: none"> Minimum widths shall not be less than those allowed by the State of California Title 24 access requirements, or the ADA design recommendations. Section 1113A of Title 24 states that walks and sidewalks shall be a minimum of 48 inches (1,219 mm) in width, except that walks serving dwelling units in covered multi-family dwelling buildings may be reduced to 36 inches (914 mm) in clear width except at doors. Accommodating pedestrian movements and flows shall take priority over other transportation improvements, including automobile access. Physical improvements shall ensure that all stations are fully accessible as defined in the ADA. 					
MM-SS-15: Wide crosswalks shall be provided in areas immediately around proposed stations to facilitate pedestrian mobility.	Los Angeles County Metropolitan Transportation Authority	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check project plans and drawings to ensure compliance, with requirements stated in MM-SS-15. 2. Periodically inspect construction sites to confirm compliance with plans. 	None
MM-SS-16: Metro shall coordinate and consult with the LAFD, LAPD, LASD, and the City of San Fernando Police Department to develop safety and security plans for the proposed alignment, parking facilities, and station areas.	Los Angeles County Metropolitan Transportation Authority	Final Design, Operation	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check to confirm development of safety plans in coordination with the LAFD, LAPD, and LASD as stated in MM-SS-16. 2. Check as necessary during operation to confirm implementation of plans. 	LAFD, LAPD, and LASD
MM-SS-17: Fire separations shall be provided and maintained in public occupancy areas. Station public occupancy shall be separated from station ancillary occupancy by a minimum 2-hour fire-rated wall. The only exception is that a maximum of two station agents, supervisors, or	Los Angeles County Metropolitan Transportation Authority	Final Design, Construction,	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check to ensure project plans and drawings include requirements stated in MM-SS-17. 2. Inspect construction sites as necessary to confirm compliance with plans. 	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
information booths may be located within station public occupancy areas.					
MM-SS-18: For portions of the alignment where pedestrians and/or motor vehicles must cross the tracks, Metro shall prepare grade crossing applications in coordination with the CPUC and local public agencies, such as LADOT, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments. Crossings shall require approval from the CPUC and shall meet applicable CPUC standards for grade crossings.	Los Angeles County Metropolitan Transportation Authority	Final Design	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check to confirm grade crossing applications are prepared in coordination with specified agencies and that they meet CPUC standards. 2. Check to confirm applications are approved by CPUC. 	CPUC, LADOT, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments
MM-SS-19: All proposed LRT stations and related parking facilities shall be equipped with monitoring equipment, which would primarily consist of video surveillance equipment to monitor strategic areas of the LRT stations and walkways, and/or be monitored by Metro security personnel on a regular basis.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Operation	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check to ensure project plans and drawings include monitoring equipment. 2. Inspect construction sites as necessary to confirm compliance with plans. 3. Check during operation to confirm monitoring by security personnel is occurring on a regular basis. 	None
MM-SS-20: Metro shall implement a security plan for LRT operations. The plan shall include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Pre-Construction, Operation	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Verify preparation of a security plan for LRT operations. 2. Check during operation as necessary that the security plan is implemented 	Local jurisdiction security personnel
MM-SS-21: Metro is continuing to investigate light rail vehicle modifications to increase light rail vehicle safety and minimize or prevent train and pedestrian conflicts. Metro's design criteria also identifies multiple efforts to increase light rail vehicle safety and minimize or prevent the potential for pedestrians and vehicle conflicts. Measures identified shall be included during the final design of the LPA.	Los Angeles County Metropolitan Transportation Authority, Contractor	Final Design, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check as necessary vehicle safety specifications in vehicle procurement documents and project plans for compliance with safety specifications in Metro's design criteria. 2. Check construction sites for compliance with plans. 	None
MM-SS-22: To reduce potential risk of collisions between LRTs and automobiles on	Los Angeles County Metropolitan	Final Design, Construction	Los Angeles County Metropolitan	<ol style="list-style-type: none"> 1. Check to confirm coordination occurs with the CPUC, City and County of Los 	CPUC, City and County of Los

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
the street portion of the LPA, Metro shall coordinate with the CPUC, City and County of Los Angeles traffic control departments, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments, and also comply with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for signing and pavement marking treatments.	Transportation Authority		Transportation Authority	Angeles traffic control departments, City of Los Angeles Bureau of Engineering, City and County of Los Angeles Fire Departments and project plans comply with Federal Highway Administration's Manual on Uniform Traffic Control Devices. 2. Inspect construction sites to confirm compliance with plans.	Angeles traffic control departments, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments
MM-SS-23: The diverse needs of different types of traveling public including senior citizens, disabled citizens, low-income citizens, shall be addressed through a formal educational and outreach campaign. The campaign shall target these diverse community members to educate them on proper system use and benefits of LRT ridership.	Los Angeles County Metropolitan Transportation Authority	Final Design, Construction, Operation	Los Angeles County Metropolitan Transportation Authority	1. Confirm that a formal educational and outreach campaign is implemented.	None
Historic, Archaeological, and Paleontological Resources					
MM-AR-1: Ground disturbing activities within site areas 19-001124 and 19-002681 and within a 50-foot buffer area around the sites shall be monitored by an Archaeological and Native American monitor. Construction related ground disturbance includes grading, excavation, trenching, and drilling. An Archaeological monitor and a Native American monitor shall examine all sediments disturbed during earth moving activities, including geotechnical drilling and environmental borings, if being conducted, prior to construction. Archaeological monitoring for site CA-LAN-2681 shall be conducted as discussed in the project's Cultural Resources Monitoring Plan (CRMP). All archeological monitoring and any necessary identification, testing, and evaluation of resources identified during	Los Angeles County Metropolitan Transportation Authority	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority /Archaeological and Native American monitor	1. Check once prior to construction that a qualified archaeologist/Native American Monitor has been retained to conduct cultural resources monitoring. 2. Check periodically, as necessary, that a qualified archaeologist is monitoring the site during ground disturbance activities pursuant to the mitigation measure requirements.	Native American Tribe

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>monitoring shall be conducted per the methods and procedures described in the CRMP for the project.</p> <p>Standard methods of excavation such as grading and trenching shall be monitored by observation of the excavations as they occur.</p> <p>Drilling of project features such as the overhead contact system (OCS) result in earthen materials being delivered to the ground surface as loosened spoils. Materials to be examined by the Archaeological and Native American monitors are spoils removed from the drill holes while the drilling occurs. The monitors must be provided a safe location and opportunity to view spoils as they are being stored prior to being hauled away from the work area. Access of the monitors to the spoils material may be limited by safety concerns or by hazardous materials contamination.</p> <p>If requested by an Archaeological or Native American monitor, opportunities shall be provided for the monitor, as part of their daily shift activities, to screen or rake spoils to determine if the spoils contain cultural materials.</p> <p>Archaeological monitors are empowered to briefly halt construction if a discovery is made during standard excavation, such as grading and trenching, in the area of that discovery and a 50-foot buffer zone. If a Native American monitor wishes to halt construction, the monitor shall consult with the Archaeological monitor, who may then briefly halt construction. A request to halt activities by the Archaeological monitor should have no effect on ground disturbing activities outside the 50-foot buffer zone;</p>					

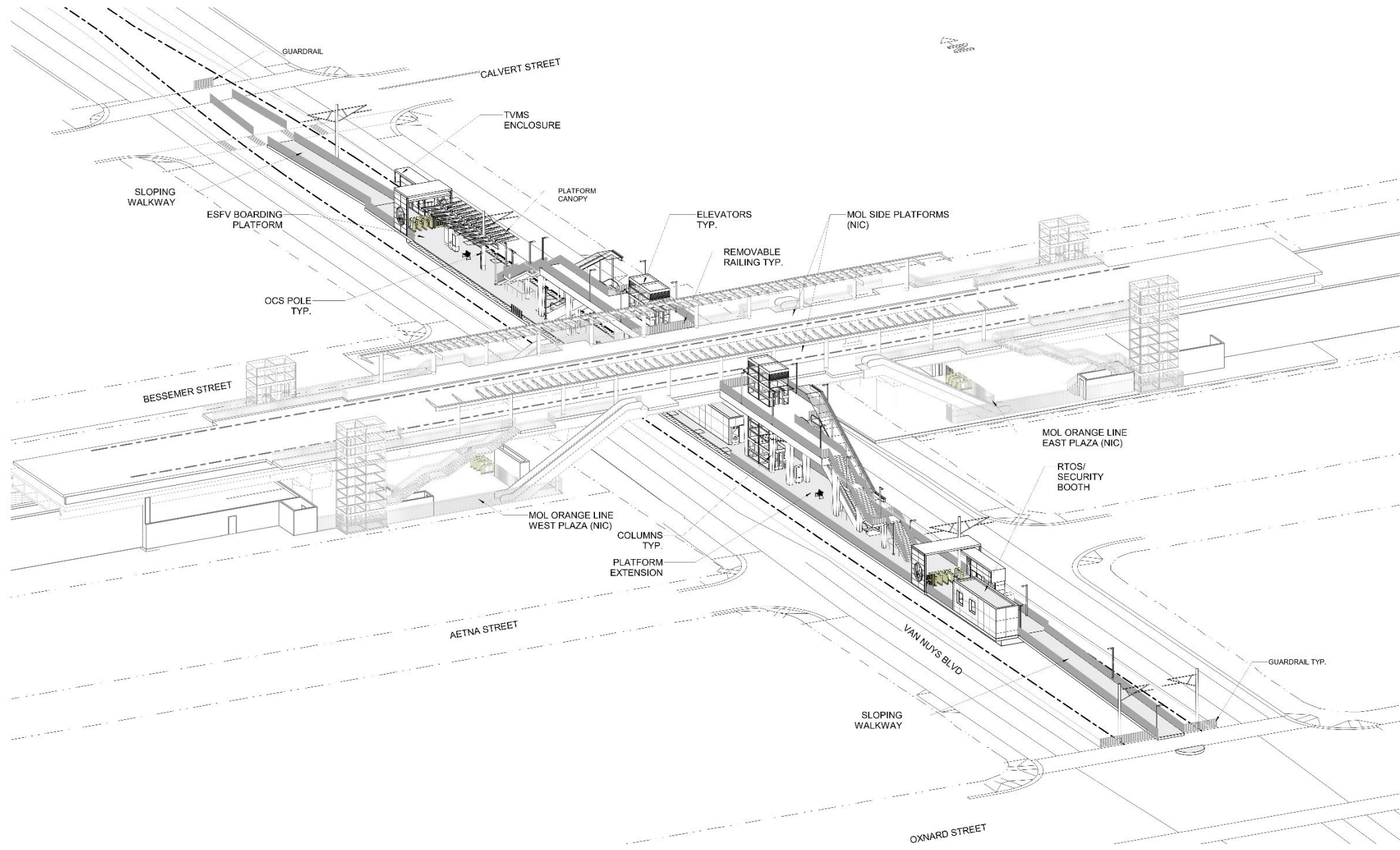
Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
however, spoil piles may not be removed until the monitor can examine them. If an Archaeological or Native American monitor observes an isolated find, the Archaeological monitor shall temporarily halt construction in order to document the find. Documentation shall be completed by collecting a GPS point, photography, and recording information onto the daily monitoring log. All isolated prehistoric artifacts shall be collected. Diagnostic historic-era items shall be collected. Once an isolated item is documented, construction may resume.					
MM-AR-2: If buried cultural materials are encountered in areas not actively being monitored during construction, the Contractor Project Foreman shall halt construction in a 50-foot radius around the discovery and shall immediately contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist. Per the CRMP prepared for the proposed project, for any discovery of an archaeological feature, regardless of eligibility, the Metro Environmental Specialist shall notify all Consulting Parties within 48 hours of the discovery. Notifications shall not be made for ubiquitous infrastructure elements such as modern utilities (cistern, electric, gas, sewer, and water supply lines), transportation infrastructure	Los Angeles County Metropolitan Transportation Authority, Contractor Project Foreman	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority Project Manager, Los Angeles County Metropolitan Transportation Authority Environmental Specialist, and Project Archaeologist	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure that specifications as described in this mitigation for handling of buried cultural material that may be encountered in areas that are not actively being monitored during construction. 2. Check, as necessary, to confirm that construction activities are diverted pursuant to the mitigation measure and that the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist have been contacted, and Consulting Parties are notified as described in the mitigation measure. 	FTA, SHPO, other consulting parties
MM-AR-3: In the event that human remains are encountered during construction, potentially destructive activities in the vicinity of the discovery shall be stopped and the provisions of California PRC § 5097.98	Archaeological Monitor	Pre-Construction, Construction	Metro Project Manager, Metro Environmental Specialist, and	<ol style="list-style-type: none"> 1. Check construction specifications during preparation of construction bid packages to ensure all measures listed as part of MM-AR-3 have been included. 	LA County Coroner and FTA

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
and HSC § 7050.5 shall be followed. The Archaeological monitor shall halt construction, establish a 50-foot buffer around the discovery, and shall contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist. The Metro Environmental Specialist shall notify the County Coroner on the same day as the discovery and other Consulting Parties within 48 hours of discovery. Treatment of the remains and all subsequent actions shall be completed per the CRMP.			Project Archaeologist	<ol style="list-style-type: none"> 2. Check periodically, as necessary during construction, to confirm that in the event that human remains are uncovered, construction has been halted at least 50 feet from the discovery and the area protected per State Health and Safety Code Section 7050.5. Confirm that the County coroner has been notified to determine the origin and disposition of the human remains pursuant to PRC Section 5097.98. 3. Check periodically, during construction, as necessary, to confirm the NAHC has been notified within 48 hours and all coordination protocols listed under this mitigation measure have been followed, in the event that the coroner determined the remains to be Native American. 	
<p>Although no impacts to paleontological resources are anticipated as a result of the LPA due to the anticipated shallow depth of excavation, the following construction mitigation measure is proposed should excavation depths be greater than anticipated and construction impacts to paleontological resources occur.</p> <p>MM-PR-1: Metro shall retain the services of a qualified paleontologist (minimum of graduate degree, 10 years of experience as a principal investigator, and specialty in vertebrate paleontology) to oversee execution of this mitigation measure. Metro's qualified principal paleontologist shall then develop a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) acceptable to the collections manager of the Vertebrate Paleontology Section of the</p>	Los Angeles County Metropolitan Transportation Authority, Qualified Paleontologist	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority	<ol style="list-style-type: none"> 1. Check once prior to construction that a qualified paleontologist has been retained to prepare the PRMMP, if determined necessary based on anticipated depth of construction activities. 2. Check to confirm that the PRMMP, if one is required, has been prepared. 3. Periodically, as necessary, check that a qualified Paleontological Monitor is monitoring sites in accordance with the PRMMP. 	Natural History Museum of Los Angeles County

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>Natural History Museum of Los Angeles County. Metro will implement the PRMMP during construction. The PRMMP will clearly demarcate the areas to be monitored and specify criteria. At the completion of paleontological monitoring for the proposed project, a paleontological resources monitoring report will be prepared and submitted to the Natural History Museum of Los Angeles County to document the results of the monitoring activities and summarize the results of any paleontological resources encountered.</p> <p>The PRMMP shall include specifications for processing, stabilizing, identifying, and cataloging any fossils recovered as part of the proposed project. Metro's qualified principal paleontologist shall prepare a report detailing the paleontological resources recovered, their significance, and arrangements made for their curation at the conclusion of the monitoring effort.</p>					
<p>The following construction mitigation measure is proposed to mitigate potentially significant impacts to paleontological resources that could occur during construction.</p> <p>MM-PR-2: Prior to the start of construction a qualified Principal Paleontologist shall prepare a Paleontological Mitigation Plan (PMP) that includes the following requirements:</p> <ul style="list-style-type: none"> All project personnel involved in ground-disturbing activities shall receive paleontological resources awareness training before beginning work. Excavations, excluding drilling, deeper than 8 feet below the current surface in 	Los Angeles County Metropolitan Transportation Authority, Qualified Principal Paleontologist	Pre-Construction, Construction	Los Angeles County Metropolitan Transportation Authority /Qualified Paleontologist	<ol style="list-style-type: none"> 1. Check once prior to construction that a qualified Principal Paleontologist has been retained to prepare the PMP. 2. Check to confirm that the PMP has been prepared and it includes the requirements identified in MM-PR-2. 3. Check as necessary to confirm that personnel involved in ground-disturbing activities have received awareness training. 4. Periodically check, as necessary, that spot checking of excavations deeper than 8 feet is occurring and that a full-time monitor is on site when paleontologically sensitive older alluvium is reached. 	None

Mitigation Measures	Party Responsible for Implementation	Phase	Party Responsible for Monitoring	Monitoring Activity/Period/Frequency	Outside Agency/ Organization Coordination
<p>the Quaternary alluvium shall be periodically spot checked to determine when older sediments conducive to fossil preservation are encountered. Once the paleontologically sensitive older alluvium is reached, a qualified paleontologist shall perform full-time monitoring of construction. Should sediments in a particular area be determined by the paleontologist to be unsuitable for fossil preservation, monitoring shall be suspended in those areas. A paleontologist shall be available to be on call to respond to any unanticipated discoveries and may adjust monitoring based on the construction plans and field visits.</p> <ul style="list-style-type: none"> • Sediment samples from the Quaternary older alluvium shall be collected and screened for microfossils. • Recovered specimens shall be stabilized and prepared to the point of identification. Specimens shall be identified to the lowest taxonomic level possible and transferred to an accredited repository for curation along with all associated field and lab data. • Upon completion of project excavation, a Paleontological Mitigation Report (PMR) documenting compliance shall be prepared and submitted to the Lead Agency under CEQA. 				<ol style="list-style-type: none"> 5. Check periodically as necessary to confirm monitoring occurs in accordance with the PMP. 6. Check to confirm that a paleontologist is on call to respond to unanticipated discoveries. 7. Check to confirm that a PMR has been prepared, upon completion of the project, and submitted to Metro, as the CEQA Lead Agency. 	

ATTACHMENT D
CONCEPT DRAWING



An illustration of a city street scene. In the foreground, a yellow and grey light rail train with the 'M' Metro logo is moving from right to left. Several cars are parked or driving on the street. In the background, there are modern buildings, palm trees, and a clear blue sky. A large black banner with white text is overlaid on the top part of the image.

Next stop: light rail for the Valley.

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT



Metro

Planning and Programming Committee

November 18, 2020

Legistar File 2020-0024, Item# 10

Recommendations



CONSIDER:

- A. Approving the East San Fernando Valley Transit Corridor Project (Project), an at-grade Light Rail Transit (LRT) line with 14 stations;
- B. Certifying, in accordance with the California Environmental Quality Act, the Final Environmental Impact Report, which includes an option to construct the Project in phases;
- C. Adopting, in accordance with CEQA, the:
 1. Findings of Fact and Statement of Overriding Considerations, and
 2. Mitigation Monitoring and Reporting Plan;
- D. Authorizing the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse; and
- E. Instructing staff, in coordination with the FTA, to work with the Southern California Regional Rail Authority (SCRRA) and the City of San Fernando to address new issues raised along the 2.5-mile shared railroad ROW.
 - Report back to the Board on any supplemental environmental clearance, design evaluations and associated traffic analysis needed. This will be done prior to proceeding with any construction activities on this section of the alignment.
- F. Instructing staff, in coordination with the City of Los Angeles to identify a preferred First/Last Mile parallel bike route to replace the existing bike lanes on Van Nuys Boulevard which would be displaced by the LRT project in the Panorama City and Pacoima communities.
 - Report back to the Board with a plan to provide the replacement bike lanes by the time of the opening of the East SFV Transit Project.



Previous Board Actions and Measure M



- > **January 2013** - Alternatives Analysis Study completed focused on a North South BRT extension of Metro Orange Line. Community expressed preference for rail. Studies for rail and bus proceed but funding is not available for rail

- > **November 2016** - Voters approve Measure M, with \$1.3 billion available for the Project. FTA agrees to proceed with environmental review including LRT

- > **June 2018** - Board selects LPA as At-grade LRT with the Rail Maintenance and Storage Facility Option B and directs additional following studies:
 - G Line (Orange) / ESFVTC Connection Study
 - Grade Crossing Safety Study



Virtual Meetings – approximately 800 total participants:

- > Hosted two community meetings
- > Fifteen (15) presentations to community stakeholder groups

Meeting Notifications:

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- > Two rounds of 20,000 flyers delivered door-to-door
- > Eblasts sent to over 3,400 contacts in the Project's stakeholder database
- > Posted on NextDoor, sent to 280,000 residential accounts
- > 3,000 flyers dropped off at elected offices and Community Based Organizations (CBOs)

Other Key Environment Issues Addressed



> Traffic

- Replacement of 2 Mixed-Flow Traffic Lanes with LRT Transit Lanes
- Loss of On-Street Parking

> Construction

- Noise and Vibration, Air Quality
- Temporary Traffic Detours and Haul Routes

> Community Plans

- Elimination of Bike Lane Locations in Corridor

> Real Estate Acquisitions

- Land Required for Rail Storage & Maintenance Facility

> Business Impacts

- Construction

Next Steps



- > Advance Engineering to 30% Design
- > Work with FTA, SCRRA and the City of San Fernando to identify needed supplemental analysis
- > Return to the Board for budget and authorization to complete supplemental analysis
- > Initiate work on right of way acquisition and utility relocation
- > Advance work on FLM Plan including parallel bike paths





Next stop: light rail for the Valley.

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT



Metro

Metro Board Meeting

December 3, 2020

Item# 10

Recommendations



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Previous Board Actions and Measure M

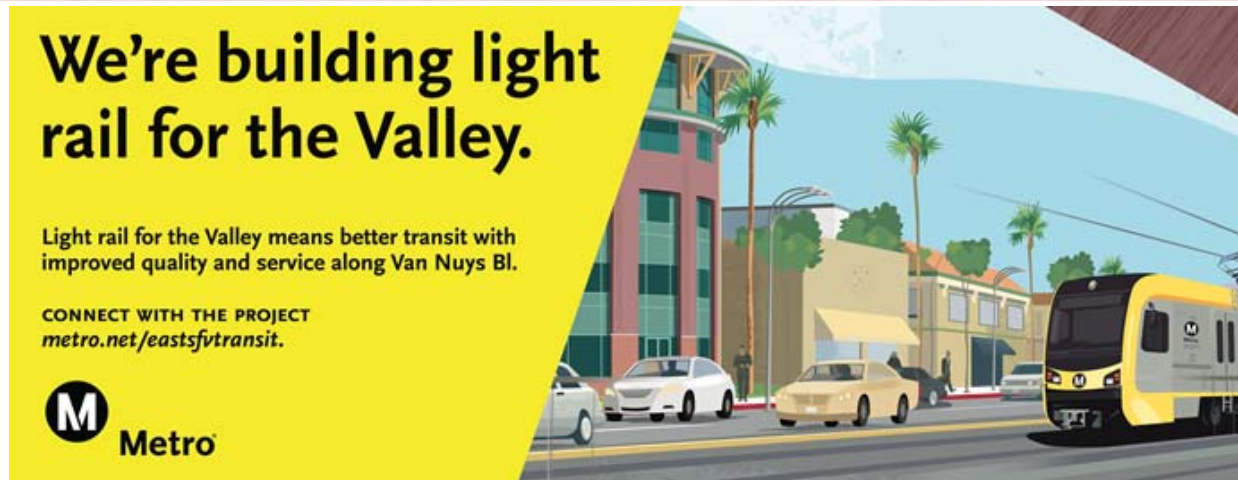


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FEIS/R Outreach



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- Replacement of 2 Mixed-Flow Traffic Lanes with LRT Transit Lanes
- Loss of On-Street Parking

> **Construction**

- Noise and Vibration, Air Quality
- Temporary Traffic Detours and Haul Routes

> **Community Plans**

- Elimination of Bike Lane Locations in Corridor

> **Real Estate Acquisitions**

- Land Required for Rail Storage & Maintenance Facility

> **Business Impacts**

- Construction

Next Steps



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- > Initiate work on right of way acquisition and utility relocation
- > Advance work on FLM Plan including parallel bike paths





Metro

Board Report

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

File #: 2020-0645, File Type: Agreement

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2020

SUBJECT: 1ST & SOTO JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to an existing Exclusive Negotiation Agreement and Planning Document with a joint venture between Bridge Housing Corporation - Southern California and East LA Community Corporation extending the term for twelve (12) months to December 30, 2021 and providing for up to an additional twelve-month term extension, if deemed necessary or prudent, to allow for the continued pursuit of a joint development of Metro-owned property at 1st and Soto Streets in Boyle Heights.

ISSUE

Metro and a joint venture between Bridge Housing Corporation - Southern California and East LA Community Corporation (the "Developer") are parties to an Exclusive Negotiation Agreement and Planning Document (the "ENA") for the development of a mixed-use project (the "Site A Project") on Metro-owned property at and adjacent to the Soto Station on the Metro L Line (Gold) ("Site A") and the refurbishment of a historic Victorian home ("Site B Project") on Metro property situated across Soto Street from the station ("Site B"). The ENA is set to expire on December 31, 2020, and an extension of the ENA term is necessary to provide the time necessary to complete pre-development activities and finalize the terms of each project's development agreements for consideration by the Metro Board of Directors ("Board").

DISCUSSION

Background

Metro and the Developer entered into an ENA for development of the projects in June 2016. The ENA provided a framework for exploring and refining each project's scope and design, as well as receiving project-related community feedback. The extension of the ENA term is necessary to provide the time necessary to (a) further refine each project's design, (b) identify funding and obtain any needed entitlements and California Environmental Quality Act ("CEQA") clearance from the City of Los Angeles for the Site B Project, (c) continue Developer-led stakeholder outreach, and (d) finalize negotiation of separate term sheets setting forth the key terms and conditions of separate

Joint Development Agreements (“JDAs”) and ground leases for Site A and Site B (“Term Sheets”). The Term Sheets are subject to Metro Board approval.

Site A

Site A totals approximately 1.08 acres and is situated on the southwest corner of 1st and Soto Streets (see Attachment A - Site Map). As currently contemplated, the Site A Project will be developed on approximately 0.67 acres in the southerly portion of Site A and will include 64 affordable apartments, approximately 2,440 square feet of ground floor commercial space and a community room that opens onto the station plaza. Twenty of this project’s apartments are planned for homeless families earning up to 30% of the Area Median Income and the remainder are slated for families earning between 30% and 50% of the Area Median Income. The design of the Site A Project is approximately 75% complete.

The Developer secured entitlements and CEQA clearance for the Site A Project from the City of Los Angeles in June 2020. In addition, the Developer has secured much of the funding and financial support needed for this project, but still needs to secure two key sources: (a) \$10 million in State Transit-Oriented Development (TOD) Housing Program funds, which the Developer applied for in July 2020 and hopes to receive in the fourth quarter of 2020, and (b) an allocation of 9% low income housing tax credits, which the Developer plans to apply for in the first quarter of 2021 and receive in the second quarter of 2021. The Site A Project is included in the City of Los Angeles Housing and Community Investment Department’s Affordable Housing Managed Pipeline. Inclusion in the pipeline typically ensures a tax credit award.

Staff and the Developer are currently finalizing Term Sheet negotiations with respect to the Site A Project. When negotiations are complete, staff will bring this Term Sheet to the Board for consideration. If approved, Metro and the Developer will execute a JDA with respect to Site A and the Site A Project and, upon satisfaction of certain conditions set forth in the JDA and compliance with applicable laws, a ground lease. Construction of the Site A Project would commence promptly thereafter.

Site B

Site B totals approximately 0.29 acres and is situated on the southeast corner of 1st and Soto Streets (see Attachment A - Site Map). The Site B Project contemplates the refurbishment of an existing Victorian home that is currently situated on Site B to accommodate community serving uses. Funding sources for such refurbishment are different and more limited than the sources available for affordable housing projects. As such, the Site B Project will proceed on a separate schedule from the Site A Project. A similar procedure to that set forth in the preceding paragraph for Site A will take place with respect to Site B, once funding for the Site B Project has been identified and any needed entitlements and CEQA clearance for this project have been received.

Outreach

The Developer has worked with the community to inform the scope and design of each project. The Developer has conducted a robust outreach effort that has included eight community

meetings/workshops, five separate focus group meetings (including meetings with tenants, property owners and small businesses) and meetings with over ten community organizations. In addition, the Developer has engaged with the Boyle Heights Neighborhood Council three times and their Planning and Land Use Committee four times. The Developer has also engaged with the Metro-established Boyle Heights Joint Development Design Review Advisory Committee where additional project-related public input was collected. At the October 2020 Boyle Heights Neighborhood Council Planning and Land Use Committee meeting, the Committee and the community indicated an interest in moving the Site B Project forward and shared their programming ideas for the project's proposed community space.

EQUITY PLATFORM

Consistent with the Equity Platform pillar “listen and learn,” the projects have undergone a robust community engagement process as noted above. In addition, the projects provide an opportunity to “focus and deliver” by adding much needed transit-oriented affordable housing stock to the community, along with space for community service providers.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks an extension of the ENA term. Appropriate construction oversight will be included under the ground leases for each project as part of any construction or refurbishment work to ensure that such work does not adversely impact Metro property, improvements or service, or the continued safety of Metro staff, contractors or the public.

FINANCIAL IMPACT

Funding for joint development activities related to the projects is included in the adopted FY21 budget under Cost Center 2210, Project 401019.

Impact to Budget

There is no impact to the FY21 budget, which includes costs associated with negotiation of the Term Sheets, the review of design and other project documents and the support of outreach efforts. No new capital investment or operating expenses are anticipated to implement the projects, and revenues from a Developer deposit offset certain staff and project-related professional service costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action supports the Strategic Plan Goal to “enhance communities and lives through mobility and access to opportunity.” By advancing these joint development projects, which contemplate delivery of critical transit-accessible affordable housing to the Boyle Heights community, as well as space for community service providers, the recommended action will specifically implement Initiative 3.2, which states “Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.”

ALTERNATIVES CONSIDERED

The Board could choose not to extend the ENA term, in which case the ENA would expire on December 31, 2020. At that time, staff would stop working with the Developer. Metro could then choose to solicit new proposals for development of Site A and Site B from the development community. Staff does not recommend this alternative as proceeding with the Site A Project and the Site B Project is the quickest and surest way to bring much needed transit-accessible affordable housing to the community, as well as space for community service providers, each of which is in alignment with Metro's Strategic Plan and Equity Platform. The Developer's longstanding commitment to these projects, including their financial investment to date, provides further reason not to choose this alternative.

NEXT STEPS

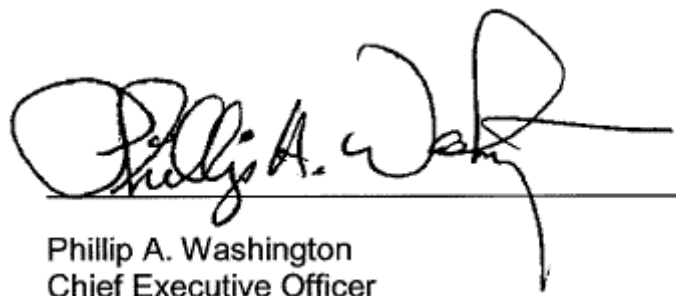
Upon approval of the recommended action, Metro and the Developer will execute an amendment to the ENA to extend its term in accordance with the recommended action. Under the extended ENA, the parties will: (a) continue working to finalize a Term Sheet for the Site A Project in an effort to return to the Board in the first quarter of 2021 for approval of this Term Sheet and the authority to execute a JDA and ground lease for Site A; (b) continue working to identify funding and obtain any needed entitlements and CEQA clearance for the Site B Project; (c) negotiate a Term Sheet for the Site B Project in an effort to return to the Board for approval of this Term Sheet and the authority to execute a JDA and ground lease for Site B; and (d) continue refining each project's design. In addition, Developer-led community engagement will continue in order to provide updates on the entitled Site A Project and to continue the dialogue with the community regarding the restoration of and programming for the Victorian home situated on Site B.

ATTACHMENTS

Attachment A - Site Map

Prepared by: Greg Angelo, Senior Director, Countywide Planning & Development, (213) 922-3815
Nick Saponara, Executive Officer, Transit Oriented Communities, (213) 922-4313
Holly Rockwell, SEO, Real Estate, Transit Oriented Communities, Transportation
Demand Management (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

Site Map





Next stop: vibrant communities.

1st & Soto Joint Development

Planning & Programming Committee

November 18, 2020

Legistar File: 2020-0645



Recommendation

- AUTHORIZE the Chief Executive Officer to execute an amendment to an existing Exclusive Negotiation and Planning Agreement to extend the term with a joint venture between Bridge Housing Corporation – Southern California and East LA Community Corporation twelve (12) months to December 30, 2021 and provide for up to an additional twelve-month term extension, if deemed necessary or prudent, to allow for the continued pursuit of a joint development of Metro-owned property at 1st and Soto Streets in Boyle Heights.

Joint Development Sites

- Site A:
 - 1.08 acres
 - Site A project on southerly 0.67 acres
- Site B:
 - 0.29 acres



Background

- ENA executed in June 2016; ENA is set to expire December 31, 2020
- Proposed Site A project includes:
 - 64 affordable apartments
 - 20 units of supportive housing for homeless families earning up to 30% of the Area Median Income (AMI)
 - 43 units for families earning 30% to 50% of AMI
 - 1 unit at market-rate for a manager
 - Approx. 2,440 square feet of ground floor commercial space
 - Community room that opens onto the station plaza
- Proposed Site B project contemplates refurbishing a Victorian home to provide space for community serving uses

Background

- Each project is on a separate schedule due to funding source differences
- Site A project: fully entitled and CEQA cleared; construction plans 75% complete; partially funded
- Site B project: may require entitlements/CEQA clearance; funding needs to be identified; community is interested in seeing this project move forward and its programming
- Developer-led outreach has included:
 - 8 community meetings/workshops
 - 5 focus groups (tenants, property owners, small businesses, etc.)
 - 10+ meetings with Boyle Heights CBOs
 - 3 Boyle Heights Neighborhood Council (BHNC) meetings
 - 4 BHNC Planning and Land Use Committee meetings
 - Engagement with the Metro-established Boyle Heights Joint Development Design Review Advisory Committee

Next Steps

- Continue refinement of project design and community engagement/updates
- Finalize a Term Sheet for the Site A Project
- Return to the Board for Term Sheet approval/authority to execute a JDA and ground lease for Site A
- Continue working to identify funding and, if necessary, obtain entitlements/CEQA clearance for the Site B Project
- Negotiate a Term Sheet for the Site B Project
- Return to the Board for Term Sheet approval/authority to execute a JDA and ground lease for Site B



Board Report

File #: 2020-0683, **File Type:** Plan

Agenda Number: 20.

OPERATIONS, SAFETY & CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 19, 2020

SUBJECT: 2020 CUSTOMER EXPERIENCE PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the 2020 Customer Experience Plan.

ISSUE

Customer experience is the sum total of experiences Metro customers have at every step of their journey. Metro's goal is to minimize pain points, maximize smooth, uneventful experiences, and find opportunities for occasional surprise and delight.

In June 2018, the Metro Board of Directors (Board) approved Motion 38.1 (Attachment B), requesting that Metro staff develop an annual customer experience plan. In February 2019, staff submitted a report on Motion 38.1 to the Operations, Safety and Customer Experience Committee (Attachment C) outlining steps to align annual customer experience plans with Metro's *Vision 2028 Strategic Plan* Goal 2, which calls on Metro to "deliver outstanding trip experiences for all users of the transportation system." Metro's first Customer Experience Plan is attached (Attachment A).

BACKGROUND

Development of Metro's first Customer Experience (CX) Plan started with the hiring of the first Executive Officer for Customer Experience in April 2020. The 2020 CX Plan was developed on a compressed schedule, and its recommendations were developed in response to social media comments, customer survey results (including a June 2020 survey to obtain feedback from customers during the COVID-19 pandemic), and interviews and discussions with individuals ranging from Board members and staff to bus operators.

Looking forward, staff plans to also collaborate with Metro advisory committees and community-based organizations, to review and improve customer experience as a continuous process, and to issue annual reports.

The purpose of the 2020 CX Plan is to take an honest look at pain points riders tell us about, and to make improvements that are responsive to those issues. The Plan examines ten areas for improvement, ranging from service reliability to how Metro addresses homelessness. The Plan

makes recommendations which will become action items following Board adoption of this report, and proposes Key Performance Indicators (KPIs).

DISCUSSION

The following vision guides development of Metro's customer experience plans: "Our goal is to always put you first - your safety, your time, your comfort, and your peace of mind - when we connect you to people and places that matter to you."

Initiative 2.3 of Vision 2028 commits Metro to dedicate staff resources to develop a comprehensive approach to improve customer experiences. Vision 2028 goes on to describe the following specific initiatives:

- Develop a unifying vision and strategy for enhancing customer experience
- Improve customer journey and touch points, and
- Use data analytics to benchmark and measure system performance in meeting customer satisfaction targets.

Metro's first Customer Experience Plan focuses on fundamental aspects of service to provide customers with a reliable, safe, and comfortable experience. As these fundamentals get better, Metro can shift its attention in future plans to tackle additional areas for improvement, as well as go the extra mile to surprise and delight customers in a way that distinguishes the Metro brand.

Key Performance Indicators

To develop Key Performance Indicators (KPI's), staff considered seven stages of the customer journey, from planning a trip to getting from the bus or train to the final destination. Based on this assessment, staff created a new, statistically sound, random sample survey (called the Customer Experience Survey) that asks customers to rate 40 aspects of service. The first survey was conducted in October 2020. Results are currently being processed and will be used to inform budget priorities as well as the 2021 Customer Experience Plan.

FINANCIAL IMPACT

The cost of Customer Experience Plan initiatives will be considered relative to other Metro priorities, and approved during Metro budget processes, and the survey referenced above will help inform budget priorities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This 2020 Customer Experience Plan supports strategic plan Goal 2, "Deliver outstanding trip experiences for all users of the transportation system."

NEXT STEPS

Upon adoption of this report by the Metro Board of Directors, staff will work with business units throughout Metro to implement action items subject to funding availability. Staff will also begin

development of a 2021 Plan, which will include a focus on organizational culture, and on the needs of specific categories of riders such as people with disabilities, non-English speakers, people without smartphones, women and girls, youth, and senior citizens. Staff will collaborate with Metro advisory committees and community-based organizations in these future efforts. Lastly, staff will complete graphic design of the 2020 CX Plan and release a final edition.

ATTACHMENTS

Attachment A - 2020 Customer Experience Plan

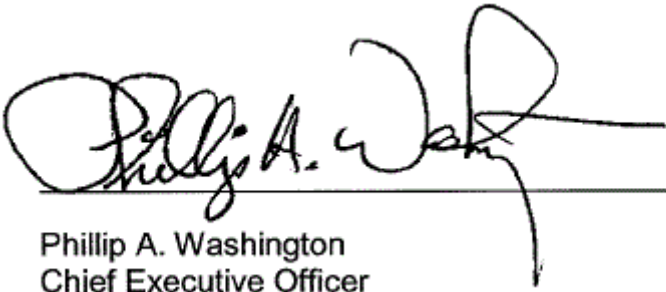
Attachment B - Motion 38.1 NextGen Bus Study Service Parameters

Attachment C - Customer Experience Motion 38.1 Response

Prepared by: Aaron Weinstein, Executive Officer (213) 922-3028

Jonathan Adame, Principal Transportation Planner, (213) 922-6204

Reviewed by: Nadine Lee, Chief of Staff, (213) 922-7950



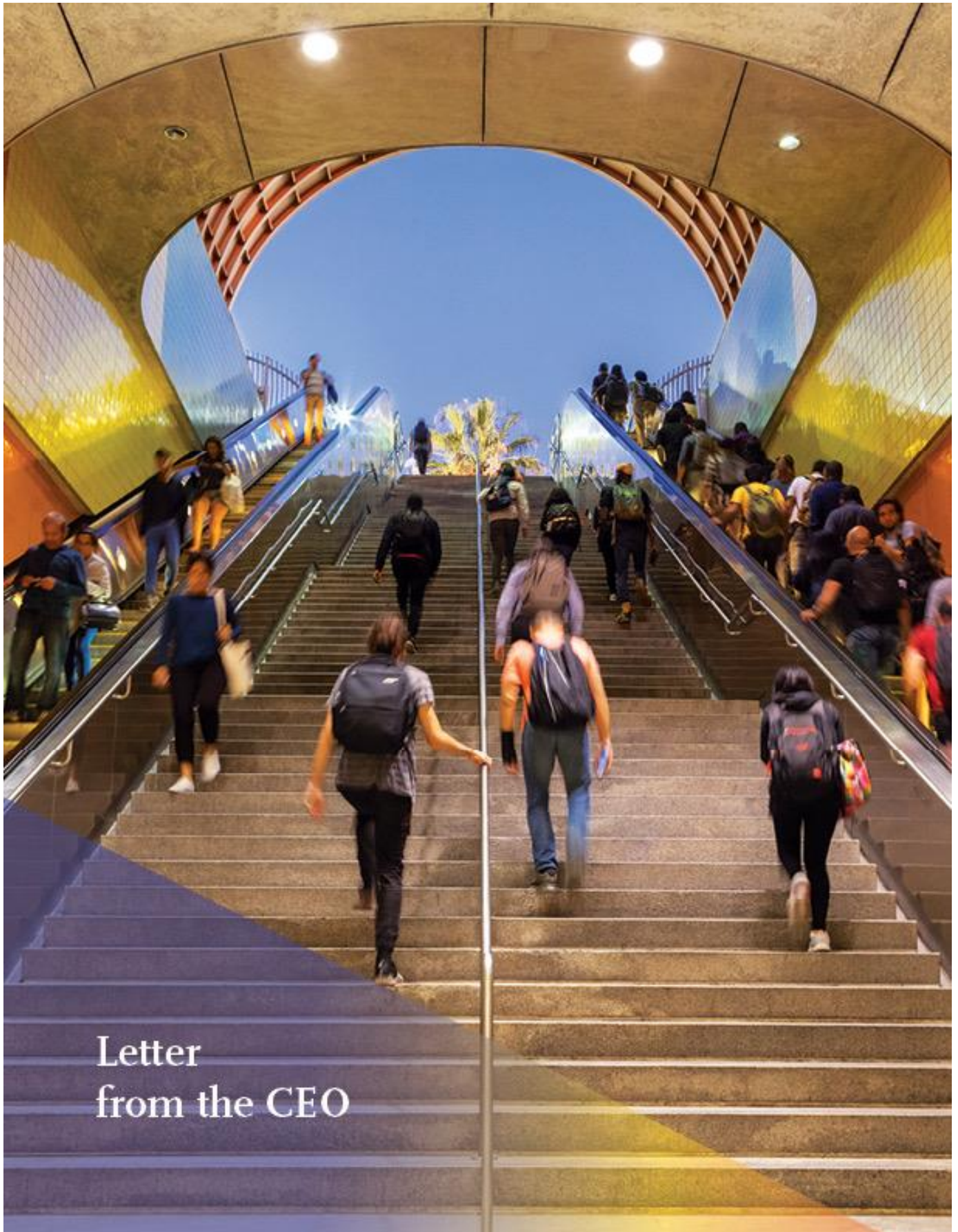
Phillip A. Washington
Chief Executive Officer

A woman with dark hair tied back, wearing large red and white headphones, is looking out a window. She is wearing a dark turtleneck and a dark blazer. The window shows a blurred view of a city street. The image has a warm, golden-hour lighting. There are some abstract, semi-transparent geometric shapes in shades of blue and green on the left side of the image.

Customer Experience Plan 2020



Metro



Letter
from the CEO

Dear Metro Customers,

As Metro delivers the largest transit expansion program in the country in the coming years, we want to give equal attention to delivering excellent customer experiences.

Welcome to the first Metro *Customer Experience Plan*. The purpose of this Plan is to take an honest look at pain points riders tell us about, and to make improvements that are responsive to those issues.

Our vision is to put you first – your safety, your time, your comfort, and your peace of mind – when we connect you to people and places that matter to you.

All Metro riders deserve no less. And, for that reason, we are committed to listening to our customers and improving our services.

Thank you for supporting public transit.

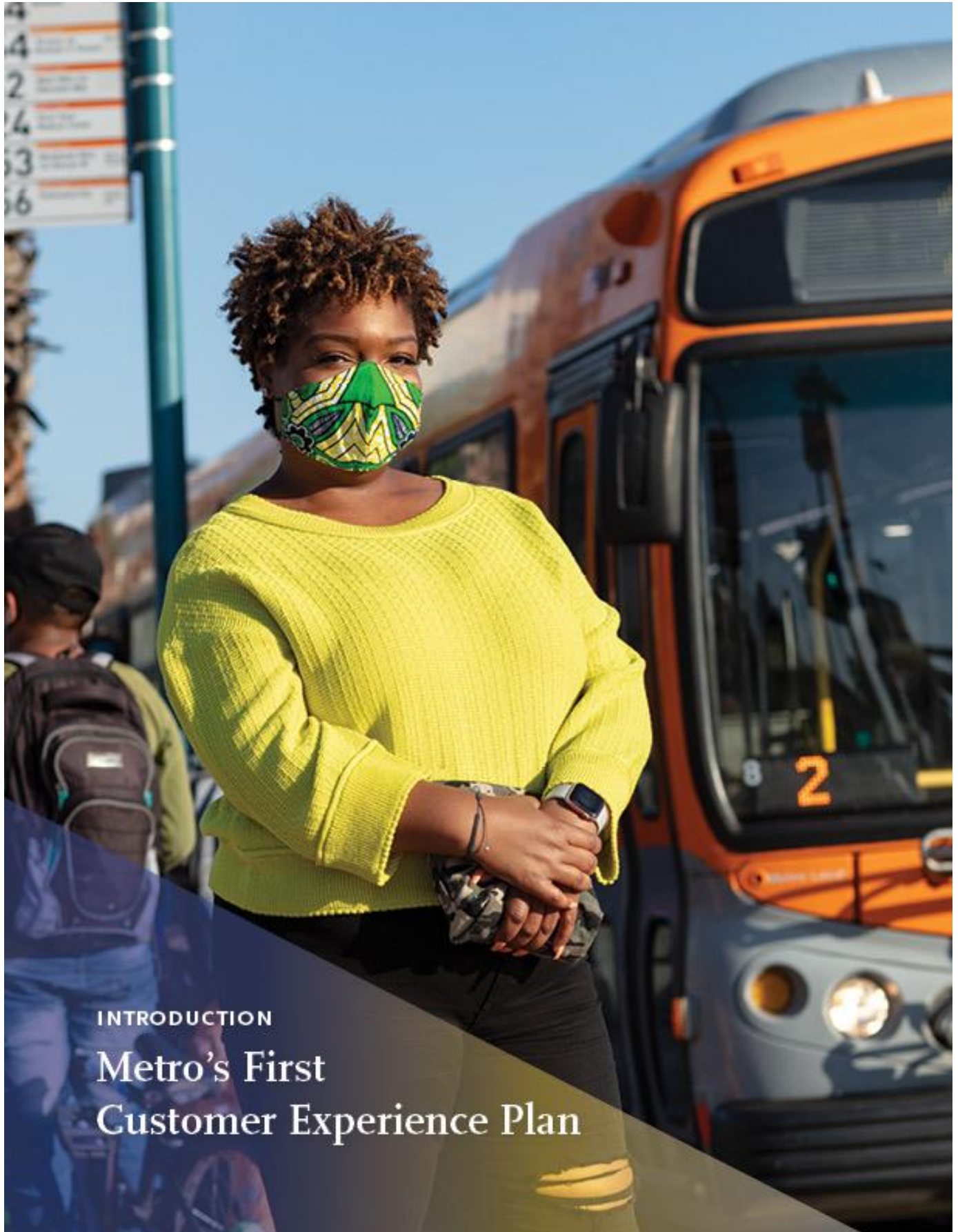
Sincerely,

Phillip A. Washington

Chief Executive Officer

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INTRODUCTION

Metro's First Customer Experience Plan

3. Introducing Metro's First Customer Experience Plan

Imagine you wake up hours before dawn in Long Beach, trying not to wake your spouse and children, and getting ready to get to your job at LAX guiding airplanes to the runway. Punctuality is deeply important to your employer. Three tardies in one year, and you are out. You glance at your Transit app to confirm when to leave the house. The bus comes right on time, the bus operator greets you with a smile as you activate your Metro Pass, and you are happy to find a seat so you can catch a few more minutes of sleep. The journey to work is a good start for what will be a very full day.

You have your own story and your own journey, and we want to provide you with an outstanding customer experience such as the one described above when you take Metro.

What is Customer Experience (CX)

Customer Experience is the sum total of experiences Metro customers have at every step of their journey. Metro's goal is to minimize pain points, maximize smooth, uneventful experiences, and find opportunities for occasional surprise and delight.

About this Plan

This plan, Metro's first CX Plan, flows from the agency's Vision 2028 Plan, which called for delivering "outstanding trip experiences" to Metro customers.

Why deliver outstanding trip experiences? Because you are important. You need to get around and you should be able to do so easily, comfortably, quickly and safely – without frustration, uncertainty, or anxiety. The 2020 *Customer Experience Plan* focuses on the experiences of Metro Bus and Metro Rail riders and what we can do to improve them.

As Metro works to improve customer experience, the following vision guides us:

Our goal is to put you first – your safety, your time, your comfort, and your peace of mind – when we connect you to people and places that matter to you.

Pleasant, Not Painful

Outstanding trip experiences should be smooth all the way through, but that's not always the case.

For this CX Plan, Metro listened to input from thousands of riders through surveys, social media, complaints, and community meetings. We also interviewed a range of people affiliated with Metro, from Board members to bus operators. Based on all the input, the following 10 priority areas for improvement emerged:

Metro Bus reliability	Speed
Accuracy of real-time info	Crowding
Metro Bus frequency	Personal security
Bus stops	Homelessness
Ease of payment	Cleanliness

This Plan recaps what customers tell us about each of the 10 areas for improvement, looks at what solutions are in the pipeline, and recommends what Metro can do to provide relief. These 10 areas are

fundamental to a reliable, safe, and comfortable experience. As the fundamentals get better, Metro can shift its attention in future plans to tackle additional areas for improvement, as well as go the extra mile to surprise and delight customers in a way that distinguishes the Metro brand.

While this is a Metro plan, it is also a call to action to regional partners to do their part to improve the experience of their residents who take transit. This is especially important for regional issues like homelessness, and for local infrastructure that supports transit users – such as bus lanes and shelters.

Standing Out for the Right Reasons

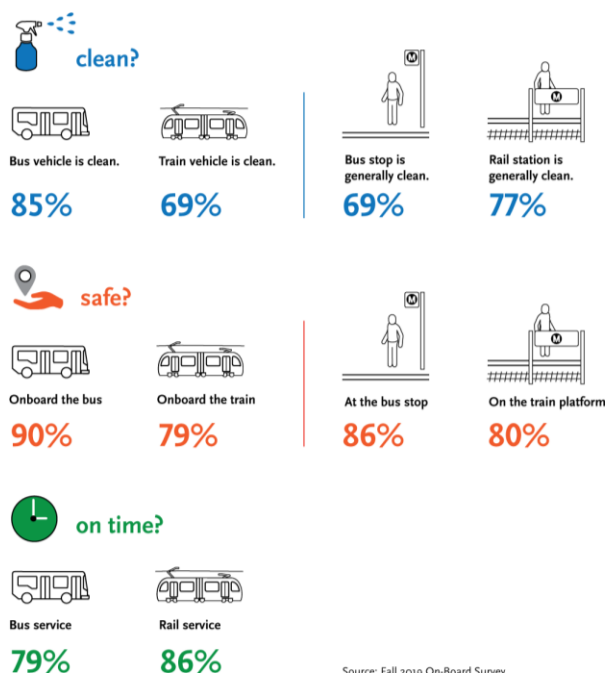
A good customer experience is often invisible, but these areas for improvement have not been. Surveys show that the overall satisfaction of Metro riders is quite high, but our customers let us know when there are exceptions. And since customers are clearly taking notice, so should we.

To get better, we need to prioritize improving the customer experience, and be honest and transparent about it. You will see that this plan quickly moves from platitudes to plain talk about the root cause of an issue and how to improve. We will get into the weeds because there's no substitute for a deep dive into the complexities of each issue. The more we think about the issues here though, the less we hope you'll have to think about them. So if you are looking for a high-level overview, you may want to stop after the Executive Summary. But if you want detail, just keep reading!

Understanding Your Pain

Prior to the COVID-19 pandemic, Metro riders were fairly satisfied with service. In the Fall 2019 on-board Customer Satisfaction survey, 90% of riders said they are satisfied with Metro (90% bus and 89% train), although it should be noted that riders who left the system over the last few years were not included in the survey. Also, satisfaction with some key service aspects was noticeably lower than 90%:

We asked our riders, is Metro...



During the COVID-19 pandemic, several additional issues surfaced in a Spring 2020 online COVID Recovery Survey of Metro customers:

- For bus riders, the top two improvements they wanted to see were enhanced cleaning and disinfecting of vehicle interiors, and reduced crowding.
- For train riders, the top two improvements they wanted to see were enhanced cleaning and disinfecting of vehicle interiors, and doing more to address homelessness.

All Riders Have a Choice and a Voice

The 2020 *Metro Customer Experience Plan* reflects our understanding that while low-income customers often have fewer attractive options for transportation, they often do have a choice. The 2018 UCLA Falling Transit Ridership Study demonstrated that not all low-income riders in the LA area are fully transit dependent. Many customers who used to be considered transit dependent have been able to purchase cars. And we know anecdotally that some riders choose to bicycle or ride scooters, or occasionally splurge for a Lyft or Uber. In today's world, Metro knows that it needs to provide quality service to earn loyalty from all its customers, and give riders a voice through surveys and engagement.



Call-Out Box: Better Bus

A new Metro effort called Better Bus seeks to put bus rider needs on equal par with those of rail riders, by making improvements to bus services and amenities. Metro has put a lot of effort into extending the rail system, and the purpose of Better Bus is to align Metro around elevating investments that improve bus speed, ease, safety and comfort.

Bus riders make up more than 70% of Metro's ridership, and they are disproportionately from Equity Focus Communities (communities Metro defines as high need based on income, race, and car ownership). This underscores the importance of improving bus service to provide social and racial equity for Metro riders.

Part of the purpose of Better Bus is to help push Metro's NextGen Bus Plan forward as Metro revenues recover from COVID-19 economic conditions. NextGen will restructure the bus network to be more relevant to today's travel patterns, provide more frequent service on key corridors, particularly off-peak, and improve the speed of service via transit supportive infrastructure such as the 5th and 6th Street Bus Only Lanes in Downtown LA. Better Bus will go beyond this to make other aspects of the bus experience an ongoing priority, including on-time performance, bus stop amenities, better security, improved cleanliness, and better real-time information.

Metro bus riders will be at the center of the Better Bus effort, and customer feedback will be used to drive improvements.

Metro plans to review and improve Customer Experience as a continuous process, and will issue annual reports. Future annual reports can go beyond what is covered in this Plan to address additional modes and areas for improvement.

Call-Out Box: Metro messages to protect riders from COVID-19

Consistent with the American Public Transportation Association (APTA) Seal of Commitment . Metro advises the public to stay home when sick, ride transit for essential travel only, use face coverings, and physically distance as much as possible. Also, Metro continues to use bus rear-door boarding for customers who are able to do so, and is running 80% of service even with just 50% of normal ridership.

And to ensure riders have access to masks, Metro distributed over 50,000 wash-and-reuse face coverings to riders who didn't have them.



4. Executive Summary (TBD)

So, what did we find when we did a deep dive into the pain points that customers report? Here are some highlights:

- In the [Metro Bus reliability](#) section you will find a lot of detail on how we can avoid cancelling a run that leaves you stranded at your bus stop. It involves having enough budget, hiring enough bus operators, and having maximum staffing flexibility to make sure that assignments don't get canceled. Metro Operations has a commendable goal to limit cancellations to under 1% of scheduled runs, and this Plan outlines what is needed to meet that goal.
- In the [Accuracy of real-time information](#) section we look at what it takes to give accurate arrival time predictions so that riders know when their bus or train is coming. This was among the most complex issues in the Plan. We propose the use of metrics to pinpoint and remedy problems, and an aggressive schedule to roll out real-time information feeds to power Metro and third-party apps.
- The [Metro Bus frequency](#) section is our shortest chapter because so much work has already been done on the NextGen Bus Plan to create a dense network of frequent service. All that is needed is funding to put it in place, and of course riders to ride. This Plan includes a renewal of Metro's commitment to the NextGen Bus Plan as revenues rebound after the COVID-19 pandemic.
- The [Bus stops](#) section outlines a bold, although unfunded, vision for better and cleaner bus stops that have shelter, seating and other amenities to improve customers' waiting experiences. This will require help from each jurisdiction that provides Metro riders with bus stops.
- The [Ease of payment](#) section chronicles recent improvements to the TAP payment system, including a new mobile app. It also examines what needs to be done to ensure equity focus communities can enjoy the benefits of TAP and access LIFE low-income discounts, and to ensure cash paying customers can access the same discounts as other riders.
- The [Speed](#) chapter provides a sneak peek at the next round of bus-only lanes to reduce travel time, and a comprehensive study to identify areas where speeds can be safely increased on the light rail system through signal optimization.
- The [Crowding](#) section looks at Metro actions to address recent concerns about social distancing.
- The [Personal security](#) section zeroes in on ways to continue to reduce crime on Metro and help all customers feel safe, with a focus on the experiences of women, and changes coming to address concerns about racial justice. It also recommends wider dissemination of the MetroWatch app to give customers an easy way to report issues.



- The [Homelessness](#) section, recognizing the magnitude and urgency of homelessness on Metro, recommends measures to move towards reducing Metro homelessness by 50%, and proposes one concept for how Metro might dispatch social workers to address reported conditions and behaviors that affect rider health or safety.
- And finally a [Cleanliness](#) section recognizes the importance of odor reduction and disinfection, and looks at a range of possible cleaning enhancements.

You may notice that this Plan has a significant emphasis on bus. That is intentional. Metro Rail gets a lot of focus, but Metro Bus carries over 70% of Metro riders and carries a disproportionate number of riders from equity focus communities. That's not to say this Plan ignores the needs of Metro Rail customers. There is a big focus on Metro Rail in the [Personal security](#), [Homelessness](#), and [Cleanliness](#) sections in particular.

Call-Out Box: Near-term Improvements

Many plans focus on the long term, and end up sitting on a shelf and never getting implemented. The *Metro Customer Experience Plan*, however, will tie directly into Metro's accountability systems that require regular reporting of progress. Moreover, the Plan calls for consideration of five near-term actions:

1. Test a program that quickly identifies customers impacted by a missed run or pass-up in real time, and offers them a **free ride code** for an on-demand shared ride service. See [Agency-Wide Recommendations](#) for budget requirements.
2. Reduce homelessness on Metro by deploying **unarmed security ambassadors** to fill gaps in terminus station assistance and intercede with people who are experiencing homelessness on Metro to get them the help they need. Also: cost effective expansion of homeless outreach teams including on-call nursing, mental health and addiction services; temporary short-term shelter pending housing from local and regional partners; and regular, statistically valid counts to evaluate results. See [Agency-Wide Recommendations](#) for budget requirements.
3. Test a flexible dispatch concept whereby Metro responds to safety and security issues on buses and trains by **dispatching appropriate staff**: from homeless outreach or mental health workers to unarmed security ambassadors or law enforcement as the situation demands. See [Agency-Wide Recommendations](#) for budget requirements.
4. Test an **elevator attendant** program similar to the successful program at BART to deter crime, human waste and drug use in elevators, and make them safe and pleasant for seniors, people with disabilities, travelers with luggage, and others. See [Agency-Wide Recommendations](#) for budget requirements.
5. And finally, while Metro cannot guarantee social distancing on all routes at all times, Metro will introduce a new NextGen bus service configuration in December 2020 that is

expected to **improve physical distancing** between Metro customers during the COVID-19 pandemic.

Call-Out Box: Best Practices

This Plan highlights customer experience issues you may face as a Metro rider, but we also call out successes where we see them. Here are a few:

1. Metro System Security and Law Enforcement (SSLE) sponsors programs to help riders experiencing homelessness, connecting over 700 people to shelter and services over the last six months.
2. Metro Operations does regular, detailed inspections of train stations to find things that need fixing, and the information is entered into iPads and used to dispatch teams to do repairs promptly. This is an industry-leading practice.
3. Our review of the TAP website, run by Metro Finance, found it to be user friendly. That's not always the case with transit websites, so definitely something to celebrate.
4. Metro Information Technology Systems (ITS) developed a user-friendly MetroWatch app for customers to report security concerns, addressing a key pain point. This app is now used by thousands of riders.
5. Metro Civil Rights deploys mystery shoppers, many of them people with disabilities and Limited English Proficient (LEP) riders to verify that Metro delivers the service needed by these riders. This is another industry-leading practice.
6. Metro Human Capital & Development (HC&D) goes the extra mile to hire bus operators, even paying for commercial license applications. This shows a "whatever it takes" spirit that will be important as Metro staffs up to avoid Missed Assignments.
7. Metro Communications has been integral to many customer experience improvements – working with local communities to get agreement on proposed bus lanes, distributing 50,000 face coverings to riders who didn't have one, and partnering with the five-star Transit trip-planning app, and retiring Metro's previous two-star app..
8. Metro's Office of Extraordinary Innovation (OEI) successfully tested automatic bus lane enforcement cameras to discourage cars and trucks from blocking bus lanes, keeping lanes open so that bus riders get where they need to go more quickly.
9. Metro Planning launched a new, comprehensive Customer Experience survey to provide data to support future Customer Experience Plans. This information will be essential to help Metro understand customer needs, and to help prioritize improvements.

Customer Experience Culture

As we look to the future, customer experience can't just be a top down exercise. It requires a customer-first focus and culture at every level of the agency in order to be successful. And it requires that Metro's leadership and employees be able to see issues from a customer perspective, and ask themselves tough questions like, "Is good, good enough?" and "How do we go the extra mile to really WOW people." It can't just be about designing services that are easy to deliver. The customer must come first, and this requires a change in mindset.

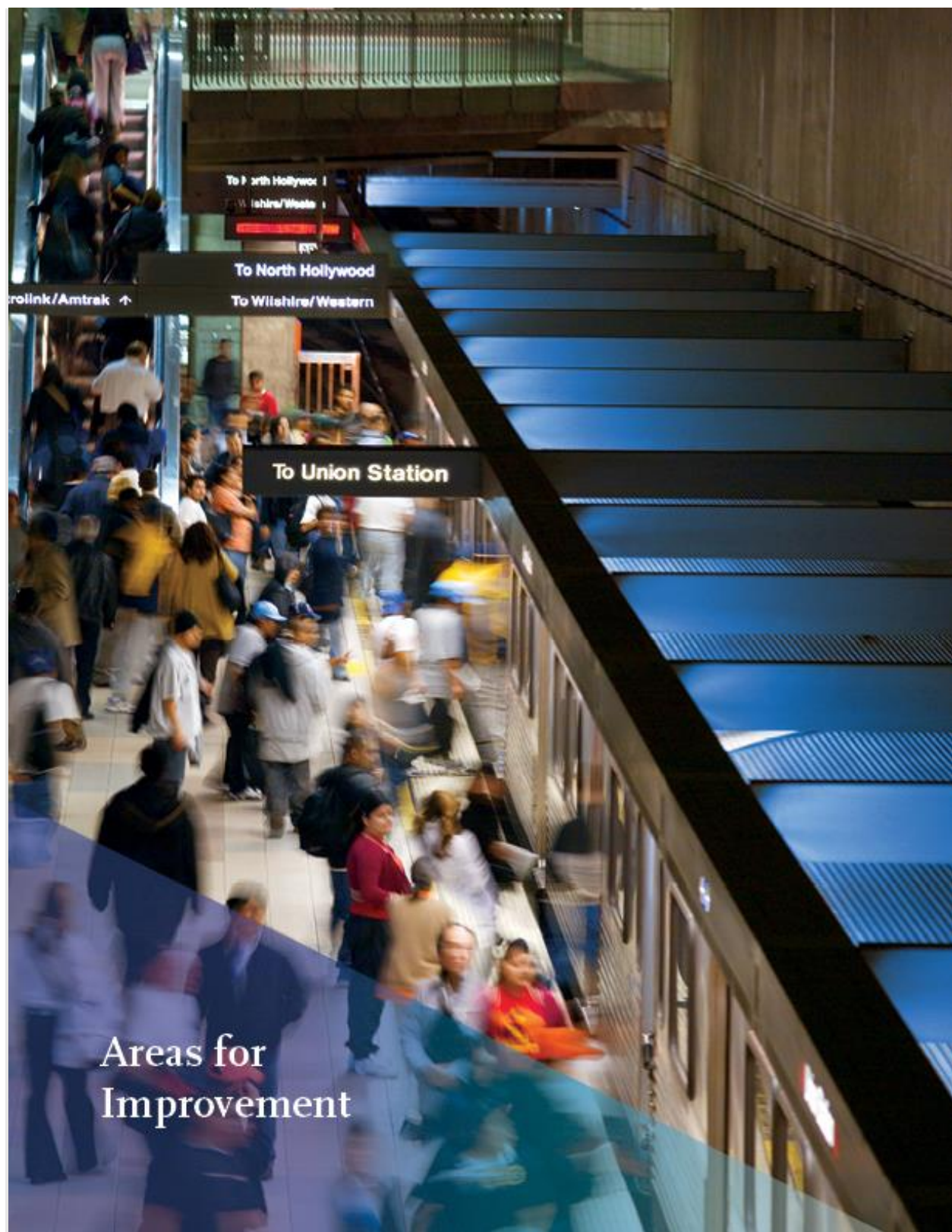
Call-Out Box: Love from Metro Riders

Metro values feedback from riders. Rider feedback gives us the insights we need to improve, and it bolsters our motivation when we know how much the improvements mean to you. We also love to get compliments when Metro earns them. Even as we work to eliminate pain points and improve the customer experience, our morale is buoyed by this love from our riders:

- "I would just like to thank Metro for continuing to serve the community during the pandemic and all of their bus operators who put themselves more at risk everyday to get us where we need to go. Thank You." (COVID-19 Survey Comment)
- "We were amazed by each station, and the thought that went into incorporating aspects of the neighborhood into the art." (rider comment)
- "I love metro and will continue to ride it by doing my part and taking precautions :)" (COVID-19 Survey Comment)
- "Thank you for your services and for caring about your customers. I appreciate you." (COVID-19 Survey Comment)
- "Thanks very much! Keep Metro strong for the people!" (COVID-19 Survey Comment)



Many comments recognize the essential workers at Metro for helping other essential workers get where they need to go during the COVID-19 pandemic. This report is dedicated to all the brave Angelenos who continue to help others through the pandemic, even at risk to themselves and their families, and to those who lost their lives due to COVID-19.



5. Areas for Improvement

5.01 Metro Bus reliability



Metro bus riders want service they can rely on to consistently get where they are going on time, and to catch connecting services. Missed runs, delays or pass-ups can mean missed transfer connections, and being late to work, school, a medical appointment or to day care pickup. And when these things happen on a regular basis, riders have to budget extra time ... just in case Metro is late. Here are some recent customer comments:

- “The main reason I avoided taking the bus before COVID-19 is because they rarely run on time.” (COVID-19 Survey Comment)
- “A lot of times the trains and buses are extremely late. You should have better control.” (COVID-19 Survey Comment, Spanish language)
- “The service provided by Metro is completely careless, the buses are constantly delayed, coming at random intervals and very dirty.” (complaint to Customer Relations)
- “I spent 75 minutes waiting for a bus. I don’t know if the bus before was early, or the following bus was late. It makes them very unpredictable.” (complaint to Customer Relations)
- “The bus that was supposed to arrive at 4:54 never arrived. The bus either never arrives or always arrived late. This is very inconvenient for all of us passengers who are attempting to make it to work on time.” (complaint to Customer Relations)
- “For the last two weeks the bus schedules have been altered with no notification. For instance, schedule buses are not arriving, are arriving at later times and at times ignoring bus stops by not stopping.” (complaint to Customer Relations)
- “Please understand that a 20 minute bus delay can mean an hour wait for train users that rely on public transportation.” (complaint to Customer Relations)

Missed Bus Runs

Delays can occur for many reasons, including external factors like traffic. Missed bus runs, however, are more within Metro’s control. A missed run is a scheduled bus that gets canceled. Prior to the COVID-19 pandemic, missed runs usually occurred due to bus operator shortages. While that issue has receded during the pandemic because fewer bus operators have been needed to run reduced service, the issue is likely to return as service is restored.

Given that missed runs can cause huge problems for impacted riders, for example loss of a job or fines for late pickup at day care, the ambitious 1% cancelled assignment limit set by Metro Operations is commendable. If 1% of all runs are cancelled, that would translate to a bus customer who rides one round trip each weekday experiencing a missed run no more than once every 10 weeks. Actual cancelled assignments are closer to 5% though. While Metro Operations limits the damage by selecting cancellations that have less impact possible, e.g. shorter runs, it is important to reduce cancelled assignments.

As a point of comparison, Metro Rail Operations rarely misses a scheduled train pullout. This is a function of a higher Operator Assignment Ratio (OAR) for rail, at 1.34, versus bus at 1.18-1.20 (the Operator Assignment Ratio is the ratio of total operators on staff vs. total needed to cover all assignments, accounting for absences). The difference between bus and rail also reflects that rail operators are promoted from bus operator ranks, whereas bus operators are recruited from the outside (which is more difficult). To achieve a 1% cancelled assignment limit for buses may require additional staffing (higher OAR), and a multifaceted strategy addressing:



- recruitment
- hiring
- retention
- compensation
- training
- working conditions
- absences and leave
- having adequate extra bus operators on hand (called extra boards) to cover for absences
- overtime budget to enable callback of operators as needed
- work rules
- loss of bus operators to other bus agencies
- movement of bus operators into supervisory positions or into rail operations

Metro's Bus Operator Task Force, which is composed of Metro Operations and Human Capital and Development (HC&D) staff, has made strides in recruitment and hiring through job fairs, community partnerships and innovations such as paying for candidates to apply for the required license, however more challenges lie ahead. Having adequate capacity to serve additional ridership from possible fareless (free fare) programs could require a lot of recruitment and hiring to avoid cancelled assignments. Therefore, it will be important that Metro Operations and HC&D continue to improve recruitment, hiring, compensation, training and retention. It will also be important to provide Metro Operations and HC&D maximum latitude and resources to meet the challenge.

Pass-ups

A pass-up, when a bus passes one or more passengers waiting at a bus stop, is another common complaint. During the COVID-19 pandemic, bus operators have been given more discretion to pass-up riders to avoid crowding in the interest of public health. Under current Metro procedures, bus operators are required to report pass-ups and the reason for them (e.g. unsafe/overcrowded conditions or all wheelchair securement areas full). As the pandemic comes to a close, it will be important to ensure that Metro Operations works with bus operators to reduce pass-ups.

Pass-ups can also result from bus operators not being able to see passengers standing in the dark at night or before dawn, so lighting improvements are important.

Other Delay Factors

Another factor that can cause bus delays is mechanical failures, although this is not a major cause of cancelled assignments. As a Key Performance Indicator (KPI) for this area, Metro tracks Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF). Metro does not currently achieve its goal for this KPI, which is to incur at least 5,183 miles between failures. A key factor is the age of the fleet and greater maintenance required by articulated buses.

Customers are also delayed by detours required by road maintenance or special events. And, of course, traffic congestion in mixed flow lanes is another source of delay. See the [Speed](#) section for a discussion of transit priority and bus-only lanes that help buses beat traffic congestion.

Recommendations:

1. By January 15, 2021 Metro Operations to specify the Operator Assignment Ratio needed to meet the 1% cancelled assignment limit for consideration in the FY22 budget. See [Agency-Wide Recommendations](#) for budget requirements to move to a 1.25 OAR for example.
2. By March 1, 2021, Metro's Office of Management and Budget (OMB) to establish a process for budget flexibility to move funding between categories (e.g. between authorized headcount, overtime and hiring bonuses) and to more nimbly add service as needed mid-year to meet ridership demand. This is especially important due to uncertainty about the pace of ridership restoration post-COVID-19.
3. By April 1, 2021, Metro Marketing and OEI to work with Customer Care to implement a short-term pilot program that quickly identifies customers impacted by a missed run or pass-up in real time, and offers them in real time a free ride code for an on-demand shared ride service. This should also meet the needs of people with disabilities, possibly through Access Services. This will help customers get where they are going on time, and show them that Metro truly cares about their well-being. See [Agency-Wide Recommendations](#) for budget requirement.
4. By June 30, 2021, Metro's Bus Operator Task Force to develop options and recommendations for ways to meet the 1% cancelled assignment limit (subject to discussion with Metro labor representatives). Specific options to consider include:
 - Fast track hiring for licensed commercial drivers and former and current transit agency bus operators, and flexibility to hire them directly into full time positions
 - Bus operator applicants being able to shadow a bus operator for a day to see what the job entails
 - Continuous mentorship of bus operators for the first year, beyond the current three-week period, to improve retention
 - Possible milestone bonuses to boost retention (e.g. after two years of service)
 - Reevaluation of shift bidding and work rules to provide as much latitude as possible to more finely tailor extra board assignments to days and locations where the need is expected to be greatest based on historical patterns. The goal is to provide as much flexibility as possible to fill potential Missed Assignments on short notice when needed to avoid a missed run



- Evaluation of improvements in working conditions to give bus operators the support they need for work/life balance
- Evaluation of pooling some extra boards across divisions (which may require cross-training on different bus equipment and different routes), borrowing from rail extra boards or operations supervisors who have recent bus operating experience, or allowing part-time operators to cover assignments on short notice when there are no other options to avoid a cancelled assignment
- Considering use of technology to give division markup staff more tools to fill assignments at the last minute. For example, look at software/apps used by school districts to quickly schedule substitute teachers to ensure all classrooms are covered

5. By June 30, 2021, the Better Bus Stops working group to work with Metro Bus Operations and Metro Stops and Zones to identify locations where inadequate lighting causes pass-ups, and provide recommendations on incentivizing municipalities to

add lighting (or push-button beacons as used by Big Blue Bus in Santa Monica).

6. By May 1, 2021, Metro Operations to develop a plan for divisions to communicate revised pass-up procedures with each bus operator multiple times when COVID-19 dissipates, and confirm that each bus operator understands what is expected.

5.02 Accuracy of real-time info

When customers wait for their bus or train, they want to know when it will come. Some riders may be on their way to work. Others may be on their way to an important appointment, or to pick up their children at day care. In each of these examples, customers may feel stress or anxiety because they're not sure if they can make it on time to their destination. And it's even more stressful when their phone app or the digital prediction display (if there is one) shows a bus is coming in say eight minutes, but the bus doesn't show, and neither the display nor their app offers explanation.

In a Metro Customer Satisfaction Survey, conducted in 2017, 37% of bus riders and 33% of train riders said they are dissatisfied with arrival information. And 61% of frequent bus riders and 78% of former riders rate bus arrival data as unreliable or very unreliable.



- "I did download the new transit app but I find it's not very consistent in determining when the next buses are arriving." (COVID-19 Survey Comment)
- "The bus never came!!!... the app says it's gonna have one at 8:35 and 8:44, but we don't know why there's no bus show up!" (complaint to Customer Relations)
- "Bus was supposed to pick me up at 5:20-21. It was 7-8 minutes late making it impossible to make my connecting buses that your trip planner planned out for me. We need dependable bus service." (complaint to Customer Relations)

- "I waited at the bus stop for 40 minutes. Google had told me it would be there and kept refreshing to later time." (complaint to Customer Relations)
- "Need more notice when on detour and need to let passengers know how to get to another point if there is one." (COVID-19 Survey Comment)

Unfortunately, there is no single silver bullet to fix real-time information problems. Sometimes traffic conditions make predictions difficult. And other times it can be a Metro-related cause such as:

- Inaccurate or missing vehicle location data (due to computer hardware, software, or communication system issues)
- Missing information about cancelled runs, detours, out-of-service vehicles, information on bus bridges when train service disruptions occur, or road calls due to bus breakdowns, and the inability of prediction systems to process those kinds of information
- Aging computer systems that can experience breakdowns
- Inconsistencies in the real-time information customers receive across various media due to computer processing and communication latencies

Metro riders should not have to pay a price for these problems though, so Metro's interdepartmental Real-time Information Team is working to address each of these issues. For example, new routers were recently installed on buses, and staff is developing procedures to keep them properly configured and maintained. The new routers will improve the accuracy of real-time information by identifying the location of buses every few seconds, rather than every few minutes.

Also, Metro Information Technology Systems (ITS) is developing a more advanced prediction engine that can use data on cancelled runs, detours, out-of-service vehicles, and road calls, and staff is developing new operating procedures to digitize and feed that kind of information to the prediction engine in real time.

As real-time system improvements are made, it will be important for Metro to collaborate and share information with other transit agencies in LA County. This is especially important for Metro riders who transfer to or from these systems.

Staff is also scoping replacement of aging information systems that deliver real-time information, in particular the Advanced Transportation Management System (ATMS) for buses, and a similar communication system for trains. Note that these replacements are currently unfunded.

While Metro works to improve the quality of real time predictions, it should be noted that it's not always possible to predict arrival times accurately due to sudden changes in traffic, accidents, detours, and other unexpected factors.

Call-Out Box: Wi-Fi and Cellular Service



Wi-Fi and cellular services enable customers to get work done while riding, use social media, play games, check to see when a connecting bus or train is coming, and text/call loved ones in the event of an emergency. Metro recently introduced Wi-Fi on buses to provide customers with internet access, to improve security by linking cameras to Metro Operations, and to improve vehicle location information to make predicted arrival times more accurate. Wi-Fi also benefits lower-income people who have smartphones but can't afford unlimited data.

Metro Rail customers now have improved cellular service on the subway, including the B (Red) and D (Purple) Lines for almost all major carriers.

For both Wi-Fi and cellular, it is important that Metro ITS continue to monitor service to ensure there is good availability and adequate bandwidth for customer use. This will also be monitored through annual Customer Experience surveys.



Courtesy of Big Blue Bus,
Santa Monica, CA

Dissemination of Real-time-Time Information

As real time information and predictions improve, we want it to be readily available to Metro riders. Digital displays have been installed at over 300 high volume bus stops to show real-time arrival predictions. These are especially helpful in areas where customers may not have smartphones. They are also especially valuable at transfer stations and bus stops with a high volume of transfer activity.

Metro wants to get real time information displays to as many bus stops as possible, therefore Metro is considering lower cost options such as “e-paper” displays that are powered by solar panels.

Another way for riders to obtain real-time arrival predictions is by finding the bus stop ID number at their stop and calling 511. Metro Stops and Zones, Intelligent Transportation Systems (RIITS), and 511 are working together to develop a consistent regional system for this, including accommodations for people who are blind or sight impaired.

Another way to disseminate real-time information is through smartphone apps. Metro recently formed a partnership with a third-party, five-star app (Transit), discarding the previous two-star Metro app. This provides a more user-friendly interface to real-time information and can potentially incorporate rider reports of delays to make predictions more accurate.

On the train side, arrival information has been incorporated for end-of-line train stations, which was missing previously.

None of these methods for disseminating real-time information, however, solve the accuracy problem. It is important to tackle that first.

Recommendations:

1. By February 1, 2021, the Real-time Information Team to develop a charter and clearly identify scope of work, schedule, budget, and roles and responsibilities to provide high quality real time information and predictions to Metro riders.
2. By February 1, 2021, the Real-time Information Team to develop a comprehensive set of metrics for monitoring major points of failure (including hardware, software, communication, and operating procedure issues), a plan for monitoring the metrics, and a procedure for escalating issues that cannot be quickly solved by the team members.
3. By March 1, 2021, Metro ITS to release a real-time vehicle position Application Programming Interface (API) feed compliant with the GTFS RT standard to help third-party apps and websites accurately predict Metro bus and train arrivals.
4. By June 30, 2021, to address operational changes that can occur such as detours and missed runs, the Real-time Information Team to work with Operations to develop required internal

work flows and release a more accurate alerts API feed compliant with the GTFS RT standard, and incorporate delay advisories prominently on the Metro website, apps, and real-time information digital displays.



Transport For London e-Paper sign. *Photo Credit TBD.*

5. By June 30, 2021, to improve dissemination of real time information, OEI, Countywide Planning, and Stops and Zones to test lower cost “e-paper” displays operated by solar panels, similar to what is currently being tested in London and Big Blue Bus in Santa Monica.

6. By June 30, 2021, Marketing and Research to study technology habits of Metro riders and evaluate options to disseminate real-time information, including to riders without smartphones and people with disabilities.

Call-Out Box: Real-Time Rider Communication and Engagement

Metro’s Digital Services team developed a proposal for a simple real-time, automated system to communicate with riders via the digital channels of their choice. Information would be customized to each rider based on the routes and times they ride, and through whatever channel they use: *metro.net*, third-party apps like Google Maps and *Transit*, SMS text alerts, social media, and smartphone notifications. This will require creating a customer relationship management (CRM) platform and User Experience (UX) research to meet customer needs. The CRM platform would also invite riders to rate their customer experience, report issues through the TransitWatch app and Customer Care, provide input on Metro projects and initiatives, and receive rewards that incentivize ridership and engagement. See [Agency-Wide Recommendations](#) for a cost estimate.

5.03 Metro Bus frequency

Metro riders want to get where they are going quickly. That requires frequent service to keep wait times short, and fast service to keep travel times short. This chapter addresses frequency and wait time, while a following chapter addresses vehicle speed and travel time.

Frequencies minimize waiting, which research shows is the most disliked part of the transit journey. And as we all know, there is a huge difference between missing a bus that comes every 20 minutes and missing a bus that comes every 5 minutes. Here is what Metro customers say about frequency of service:

- “The same schedule should be in place on most routes all 7 days of the week and the same frequency should be kept as well... I would like to go out to concerts (when they resume) and I can get to them, no problem, but getting home before the buses slow way down or stop is sketchy.” (COVID-19 Survey Comment)
- “If you take a bus you cannot do it on the spot, you cannot just go there and wait because you don’t know how long you will have to wait.” (Customer Satisfaction Chinese Language Focus Group, 2017)
- “I’ve noticed that you guys have more buses running with their tourist but not where their citizens are!! Improve the buses in low-income areas there’s not enough buses running frequently!!” (COVID-19 Survey Comment)
- “The busses do not run often enough after 7pm and this makes it hard to get home from work.” (COVID-19 Survey Comment)



- “Another day that this extremely busy bus line takes over 20 minutes to come during rush hour... The frequency of these buses urgently needs to increase during rush hour...” (Complaint to Customer Relations)
- “There was problem with the Red Line and it was backed up but the crowds are a daily issue. People push to fit on the buses. They need to run more frequently during peak hours.” (complaint to Customer Relations)

Metro has a NextGen Bus Plan that will eventually establish a core system of frequent bus and train routes with headways of 10 minutes or better, covering 46 weekday lines (compared to 16 previously). And it will provide demand-responsive Microtransit services in other areas. Note that a “headway” is the amount of time between scheduled buses, so the lower the better. The bus improvements will dramatically increase the number of people within walking distance of the frequent network, from 900,000 residents to nearly three million. And the core bus network will lower wait times for midday, evening, and weekend riders. These improvements are important for the 70% of Metro rides typically taken by bus, and the goal is to eventually provide at least 80% of bus riders with headways of 10 minutes or less.

The COVID-19 pandemic, however, dramatically impacted Metro revenue and ridership, and the resulting fiscal challenge has delayed the pace of service improvements. Metro sees NextGen as a major priority, however, and intends to phase-in the Plan as ridership and revenue rebound after the pandemic. Moreover, NextGen will be especially needed to meet demand if Metro introduces fareless (free fare) service.

Costs and potential phasing for NextGen service improvements are outlined in this table:

NextGen Incremental Annual Operating Cost

<i>Scenario</i>	<i>Maximum Revenue Service Hours (million RSH)</i>	<i>Incremental Annual Funding Needed</i>
Base FY21	5.6	n/a
FY22	6.5	\$131,148,000
FY23 (NextGen Scenarios A/B)	7.1	\$ 87,432,000
TBD (NextGen Scenario C)	9.4	\$335,156,000

NextGen improvements are ready to go when the economy rebounds and/or funding become available, and Metro bus riders eagerly await them.

Recommendation:

1. By April 1, 2021, as part of the FY22 budget development, Metro Operations and OMB to update the rollout schedule for the NextGen phases based on ridership and revenue trends.

5.04 Bus stops

Bus stops are a gateway into the Metro system. Bus riders want to feel safe, secure, and comfortable while waiting for the bus. Unfortunately, not all bus stops in Metro's service areas have basic features customers need. Of the 13,802 bus stops served by Metro, only 24% have a transit shelter, 46% have seating, and 56% have streetlamps within 50 feet. Just 2% have real-time information displays. And more than half of bus stop areas lack curb ramps or other important provisions for people with disabilities.

The lack of these essential features creates an uninviting waiting experience. Customers also mention concerns about their safety, due to fear of crime, unsafe intersection crossings when accessing the bus stop, or inadequate lighting that can make waiting feel unsafe at night.

- "Here, far west in the San Fernando Valley, we need more frequent buses and we most especially need more bus benches and coverings, as well as trash cans at the bus stops." (COVID-19 Survey Comments)
- "Shade/charging stations in bus stops." (COVID-19 Survey Comments)
- "There is a long wait time [at night] and I don't want to wait at the bus stop for a long time. So, as long as you are on the bus you are okay. But when you are at the bus stop waiting. I feel that is dangerous." (Customer Satisfaction Korean Language Focus Group, 2017)
- "You have people sitting on the steps in the shadows (facing the stop) doing their drugs, smoking their pot and conducting their drug deals while they wait for the bus." (Complaint to Customer Relations)
- "No safe space to sit so you are forced to share cigarette smoke with employees from the building." (Complaint to Customer Relations)
- "This senior citizen lady had to stand there ... waiting 23 minutes in the hot sun with no seats or benches." (Complaint to Customer Relations)

Metro does not have direct control over most bus stops in its service area, rather, 63 different jurisdictions own them. Metro installs and maintains bus stop signs and posts, and a multitude of public agencies may or may not provide bus shelters, benches, trash receptacles, maintenance, and other amenities. Of course, customers do not care who owns bus stops, nor should they have to be concerned with jurisdictional distinctions. This is the essence of good customer experience - the system should work well together and jurisdictional structure should be invisible to the customer. While this reality makes it challenging for Metro to shape customer experience at bus stops, we can work with the cities we serve to make improvements for Metro bus riders.

Prioritizing improvements

Fortunately, 8% of bus stops in Metro's service area serve 61% of all bus riders. We want to focus on these high-volume bus stops, as well as bus stops selected based on wait times, urban heat, high collision areas, and the presence of Equity Focus Communities, schools, senior centers and other public facilities.

Call-Out Box: Design Standards for Bus Stops

Over the past few years Metro has refined its design standards for bus stops. Metro's Transfers Design Guide establishes bus stop design guidance, as seen in the figure below. Metro works with cities to incorporate this into planning and construction, and Metro offers training for staff and contractors to implement bus stop design best practices.

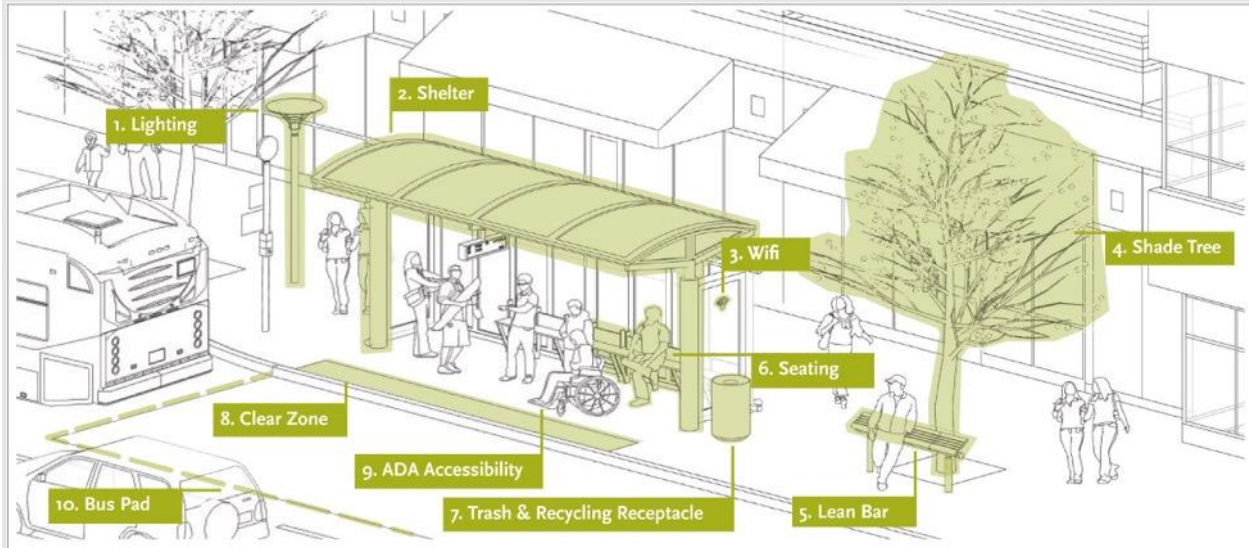


Figure: Recommended features of a bus stop or station from Metro's 2018 Transfers Design Guide

Funded through Measure M, Metro is also planning several major Bus Rapid Transit (BRT) projects. In preparation for these projects, Metro is preparing a Bus Rapid Transit Vision and Principles Study to establish design guidelines for BRT stations.

Through the Better Bus Initiative, Metro is working across jurisdictions to evaluate ways to finance, construct, and maintain bus stops that provide a high-quality customer experience.

The Better Bus Stops working group is focusing on the following basic needs of riders at bus stops:

- Shelter and/or shade protection
- ADA accessibility
- Safe pedestrian crossing
- Lighting
- Seating and/or leaning
- Real-time and schedule information
- Well-maintained and clean stops

Better Bus brings together many Metro departments, including Countywide Planning, Service Planning and Scheduling, Systemwide Design, Arts & Design, Stops and Zones, the Office of Civil Rights & Inclusion, Environmental Compliance and Sustainability (ECSD), and the Office of Extraordinary Innovation to synchronize efforts to make these improvements.

Shelters and/or shade protection

Bus shelters are essential. Not only do they protect customers from the elements, but they also make bus stops more visible, provide seating and real-time information, and reduce perceived wait times. There are also alternative shelter designs or shade structures for narrow sidewalks where standard shelters do not fit. Additionally, planting trees near bus stops can provide shade.

Metro staff is mapping out a strategy to provide at least 60% of bus stops within Metro's service area with a shelter or shade protection by 2025. This effort requires:

- Building support to fund bus stop improvements through billboard advertising revenue, grants, or other funding opportunities
- Working collaboratively to incentivize cities to prioritize funding for bus stop improvements
- Helping cities incorporate best practices for street furniture advertising contracts, including blanket permitting to expedite bus shelter installation

The Better Bus Stops working group is working with the City of LA's Bureau of Street Services, called StreetsLA, to prioritize bus shelter locations in their upcoming advertising contract. Metro is also looking for opportunities elsewhere in its service area, with a focus on high-heat locations.

ADA accessibility and safe pedestrian crossing

Metro funds local jurisdictions across LA County, through local return of tax dollars, to repair sidewalks, enhance crosswalk safety with more visible striping, and install pedestrian signals. In addition, the City of LA has a 30-year \$1.4 billion program called Safe Sidewalks LA to repair sidewalks and improve accessibility. Although bus stops are not a focus of Safe Sidewalks LA, sidewalks and curb ramps at bus stops adjacent to city facilities such as libraries, parks, and social services are being repaired. Additionally, Vision Zero and the Complete Streets teams at the City of LA are working with Safe Sidewalks LA to restripe crosswalks.



Also, as part of NextGen stop consolidation to reduce travel times, Metro's Stops and Zones team along with municipal partners will remove some stops that lack basic amenities or are not ADA accessible. Accessibility is an important consideration in the stop consolidation plan.

Lighting

Across Metro's service area, there are only a handful of bus stops with dedicated, pedestrian lighting (59 bus stops). Metro and the City of LA are working to install pedestrian lighting at bus stops that are not well lit, in areas of higher crime, and where there are high numbers of night-time riders.



Figure 1: Pedestrian lighting at Inglewood and Venice Boulevard in Los Angeles, Bureau of Streets and Lighting

A \$750,000 bus stop lighting project was recently completed by ECSD with support from the Federal Transit Administration (FTA). Twenty-one (21) bus stops were prioritized from a list developed by Metro Service Planning. The City of LA subsequently designed, procured, installed, and will maintain streetlights at these bus stops:

Table 1: Pedestrian Lighting Locations in the City of Los Angeles funded through ECSD

Street Location	Nearest Cross Street
York Blvd	Avenue 49
San Fernando Rd	Eagle Rock Blvd
Vermont Avenue	Melrose Avenue
Vermont Avenue	4 th St
Cesar Chavez Avenue	Vignes St
Central Avenue	6 th S
Adams Blvd	Broadway
38 th St	Broadway
Slauson Avenue	2 nd Avenue
Slauson Avenue	Van Ness Avenue
Florence Avenue	Avalon Blvd
Vermont Avenue	76 th St
Vermont Avenue	94 th St
O Farrell St	Beacon St
Century Blvd	La Cienega Blvd
Sherman Way	Topanga Canyon Blvd

Based on recommendations from Metro’s Women & Girls Governing Council (WGGC), staff prioritized an additional 13 stops based on weekday boardings and crime rate, and are working with the City of LA’s Bureau of Street Lighting (BSL) and StreetsLA to consider lighting for these locations. BSL allocates funding for pedestrian lighting at 30 bus stops a year within the City of Los Angeles. Metro staff continue to work to identify funding for bus stop lighting improvements in other parts of its service area.

13 Candidate Metro Stops for Additional Lighting within the City of Los Angeles
(Ranked by average weekday boardings)

<i>Stop Name</i>	<i>Daily Boardings</i>
Vermont/Vernon	686
Vermont/Martin Luther King Jr	672
Crenshaw/Martin Luther King Jr	578
Crenshaw/Slauson	510
Crenshaw/Florence	259
Western/Slauson	274
Gage/Broadway	105
Venice/Western	628
Western/Vernon	564
Venice/Cadillac	430
Van Nuys/Sherman Way	332
Vernon/Western	170
Ventura/Van Nuys	112

The City of LA recently completed its streetlight competition, and the winning design includes an optional secondary light over the sidewalk for pedestrians. The Better Bus Stop working group is working to assess opportunities to deploy these new streetlamps near bus stops in high need areas.



Figure 2A rendering of Project Room's entry in L.A.'s streetlight competition: a design that provides one light over the street and a second over the sidewalk. (Courtesy Project Room, LA)

Seating and/or leaning

Just over half of bus stops served by Metro do not have seating. For customers with long waits, people with disabilities, and elderly riders, not having seating at a stop can cause major discomfort. Many bus stops do not have enough sidewalk space for a bench. Metro's Better Bus Stop working group is planning to test low-cost solutions, possibly like the image below, to provide seating at more stops, and will solicit rider feedback.



Simme seats used by Skagit Transit

Schedule information

In addition to the recommendations in the Real-time information section of this Plan, Metro is exploring improvements to static schedule information at bus stops. As a part of the NextGen service change scheduled for June 2021, the Better Bus Stops working group is considering modifications to bus signs to improve the information we provide to bus riders (see Figure X for an example from Minnesota).



Routing and service frequency information on screens and in static signage at Chavez Pavilion, Los Angeles, Union Station.

Well-maintained and clean bus stops

Key cleanliness and maintenance issues that Metro is seeking to address include:

- Trash and debris due to a lack of trash receptacles, or overflowing and unmaintained receptacles
- Unsanitary conditions affecting health and safety concerns (e.g. discarded food, rummaged garbage cans, drug paraphernalia, human and animal waste)
- Bus stop areas and seating occupied by non-transit activities (e.g. individuals sleeping or lounging on benches or on sidewalks, encampments of people experiencing homelessness)

- Graffiti and damage to bus stop furniture or infrastructure
- A lack of coordination for bus stop condition reporting and response across Metro and local jurisdictions

Across Metro’s service area, local jurisdictions are largely responsible for keeping bus stops clean and maintaining the shelter, seating, and trash receptacle. Metro Stops and Zones responds to calls in the City of LA, along with occasional calls from across the County, to power wash bus stops that are health or safety hazards.

The Better Bus Stops working group is looking into additional ways to improve bus stop cleanliness. Metro’s Integrated Station Design Solutions (ISDS) working group has a new design for station trash receptacles that are more maintainable, secure, and attractive. Metro is also exploring an Adopt-a-Stop program. These programs have been used by cities and transit agencies across the US to help keep bus stops clean. In an Adopt-a-Stop program, a local business or community group could pay to sponsor the stop, pick up litter, and report graffiti and other issues to the transit agency or local jurisdiction. The Better Bus Stops working group, in consultation with Customer Care and Stops and Zones, is also considering a pilot program to streamline the process for customers and local jurisdictions to report bus stop issues and get them addressed quickly.

Pilot Tests

The Better Bus Stops working group, in conjunction with Metro’s OEI and Stops & Zones, plan to test low-cost bus stop improvements and solicit input from bus riders and the general public.

Pilot proposals include:

- An on-post bus seat
- A push-button solar light. These solar lights have a button-activated flashing light to alert bus operators that a passenger is waiting, thereby reducing pass-ups at night
- A solar-powered fan



Courtesy of Orange County Transit Authority (OCTA)

Other improvements

Additional investments in bus stops include the new Cesar E. Chavez Avenue Bus Stop Improvements and the Patsaouras Plaza Busway, both funded through a federal grant. The Cesar E. Chavez Avenue Bus Stop Improvements include a new transit pavilion, bicycle amenities and new bus shelters. The Patsaouras Plaza Busway will provide a new station for the Metro J (Silver) Line and other buses on the El Monte Busway, and provides a platform and a pedestrian bridge (designed through architect and artist collaboration) to help riders access Union Station. Additionally, the project will enhance security at the plaza with improved lighting and a closed-circuit TV system (CCTV).



New Patsaouras Plaza Busway, Union Station, Los Angeles

Recommendations

1. By March 1, 2021, the Better Bus Stop working group to finalize a system for prioritizing which bus stops receive amenities first, based on Equity Focus Communities, weekday bus boardings, wait time, urban heat, high collision areas, and the presence of schools, senior centers and other public facilities. The criteria will be developed in partnership with cities in the Metro service area.
2. By April 1, 2021, the Better Bus Stop working group, in consultation with subregional stakeholders, to recommend bus stop improvements for potential inclusion in local return project plans and uses.
3. By April 1, 2021, Metro Real Estate to finalize an agreement to dedicate a portion of possible new digital billboard revenue to fund bus stop improvements.
4. By June 30, 2021, Metro's OEI, Countywide Planning, Service Planning, and Office of Management and Budget to work with external fund sources, including local jurisdiction street furniture/advertising contracts, to develop a funding plan to provide seating and shade for at least 60% of Metro bus stops, along with low-cost solar lighting, new bus signs, real-time information, and low-cost seating.

5. By Dec 31, 2021, Stops and Zones and Community Relations to work with municipalities to test inviting neighborhoods and businesses to adopt bus stops, as done in other cities.
6. By Dec 31, 2021, the Better Bus Stops working group, Stops and Zones, Customer Relations, and Community Relations to work with the City of LA and at least two other cities in the Metro service area to formalize policies and procedures to keep bus stop areas clean, to address homelessness, and to develop a system to invite bus riders to report bus stop issues.

5.05 Ease of payment

Purchasing your Metro fare should be easy – whether you're a daily local rider or a first-time visitor to LA County, this first step in the customer journey can set the tone for the complete experience. When beginning travel on Metro, we want to ensure this first impression is a good one.

Important note: Metro is currently evaluating fareless (free fare) transit, which could make the ease of fare payment (and the recommendations in this section) a moot issue.

Customers tell Metro they want more convenient options to pay fares.

- “Make it easier for contactless payment by phone or TAP cards” (COVID-19 Survey Comment)
- “Payment via an app on a smartphone should be a prime goal...” (COVID-19 Survey Comment)

Previous complaints included:

- Difficulties loading TAP cards at Ticket Vending Machines
- The inability to purchase TAP at bus stops
- The length of time it takes for fare to be loaded to TAP cards when purchasing online,
- The lack of a mobile app for fare payment,
- Too many fare types to choose from
- Hard to apply for LIFE low-income discounts; and
- Metro monthly pass not synchronized with Bike Share

Fortunately, Metro is working to address many of these issues. Improvements include:

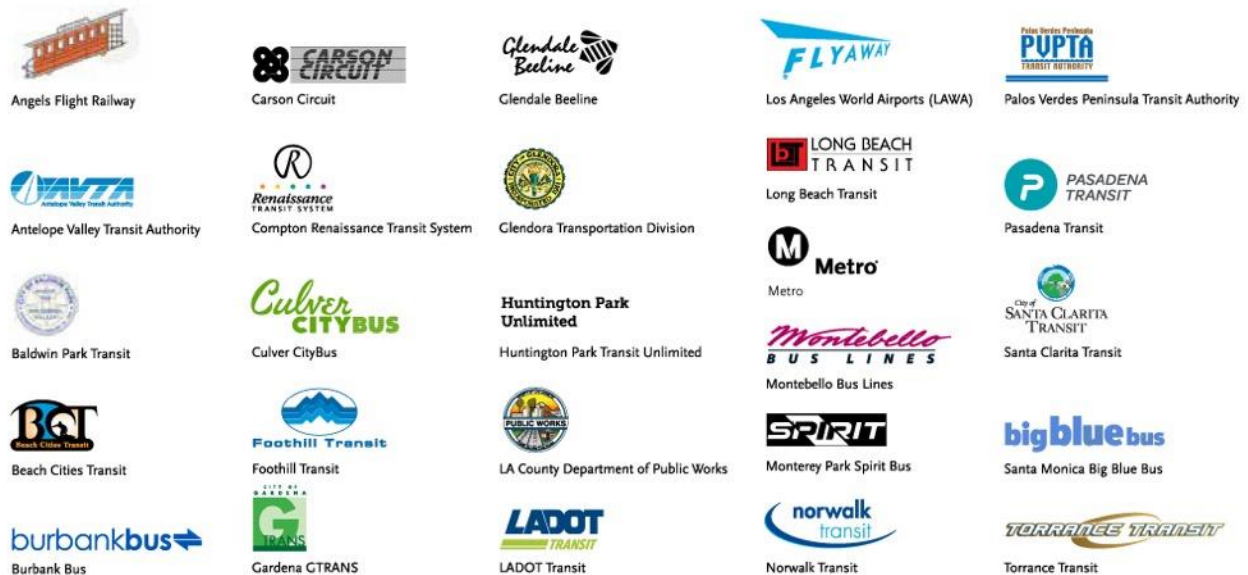
TAP Mobile App: The TAP program brings an innovative "first" for fare payment with the September 2020 launch of the TAP mobile app. This new technology gives customers a contactless way to pay for transit using an iPhone (8 and above, iOS 13.6 and above) or Apple Watch (Series 3 and above, watch OS 6.2.8). The TAP app can also be used to buy fare for 25 additional TAP transit systems, manage TAP accounts including Reduced Fare and LIFE discounts, and plan trips using Trip Tools. The TAP app for Android will be available this year.



- **TAP automated transfers:** New automated transfers replaced a manual process that required bus operators to select the correct transfer, and collect the full fare on the first leg of a trip.

TAP Network of 26 LA County Transit Agencies

Largest seamless smart-card program in the nation.



- **TAP Ticket Vending Machines (TVM's):** Metro's TAP department redesigned TVM screens for easier navigation, and designed new help screens and audio capabilities for people with sight impairments. Note: for the 2021 CX Plan, Metro will analyze feedback from customers regarding ease of fare payment to assess whether there are remaining issues to be resolved.
- **Bus station TVM's:** TVMs are currently available at all Metro G Line (Orange) BRT stations, at eight key stations along the J Line (Silver) BRT and at the Union Station Patsaouras Bus Plaza. A TVM will be added to the new Silver Line Union Station Patsaouras Bus Plaza, as well as at the new Cesar Chavez Transit Pavilion. Metro has worked with regional partners to expand TVMs to five additional locations: Norwalk Transit Center, Long Beach Transit Center, South Bay Regional Intermodal Transit Center (Redondo Beach), Torrance South Bay Regional Intermodal Transit Center and Culver City Transit Center.
- **Upgraded Fareboxes:** Upgraded bus fareboxes have been installed so now passes and stored value purchased online will load onto TAP cards more immediately. From a consumer perspective, loaded value should be available to use on your TAP card the moment you purchase it. The lag time has been reduced from up to 48 hours to just 30 minutes, and the current goal is to reduce it to no more than 10 minutes. These are good steps, but still fall short of the instant loading that consumers expect.

- **TAP and Stored Value Sales on Board Buses:** Customers can now purchase TAP cards and load stored value on board all Metro buses and seven other municipal bus operators. These loads happen instantly.
- **One Million TAP Card Distribution:** To get the benefits of TAP in the hands of as many Metro customers as possible, the Metro Board of Directors authorized the distribution of one million free TAP cards. Consistent with Metro's focus on equity, distribution was focused on areas with disadvantaged populations, including through social service agencies.
- **TAP Third-party Vendor Network:** To make TAP readily available in neighborhoods throughout the LA area, TAP increased its third-party vendor network to 470 locations, and in 2019 added 1,000 more locations through a partnership with Walgreens Pharmacy and 7-11.
- **TAP Website:** Our independent review of the TAP website reveals that it is easy to use, setting a high bar for other Metro websites, vending machines, and apps to achieve the same level.
- **Bike Share and Metro Monthly Pass:** Currently, Metro Monthly Pass customers are unable to use their monthly pass as fare payment for Metro Bike Share due to incompatibility with the current reader types. TAP is currently working with Metro Planning to coordinate with the next Bike Share contract.
- **Comprehensive Pricing Study:** Metro is currently doing a comprehensive review of fees and fares, and one of the top objectives is to simplify fares to improve the customer experience.
- **Fare-capping:** TAP is currently exploring a fare-capping feature to allow customers to pay as they go for rides on Metro, until the cumulative fare deductions reach the pass cost for the incremental travel period (end of the day, end of the week, end of the month), after which rides would be free for the remainder of the month (or daily/weekly pass period).



The TAP mobile app was developed to simplify fare purchase - no more stopping at TVMs or interaction with the bus operator. Many riders do not have a smartphone, however, or have an older model that cannot be used for fare payment. And getting riders to transition from cash payments to TAP remains an issue, with 30-40% of bus riders not using TAP. These customers are unable to enjoy free and seamless Metro transfers on second boardings, easy TAP payment for Metro Bike Share, and balance protection if a card is lost. The distribution of one million TAP cards was a good first step in addressing the issue, but it is a significant equity issue and work remains to be done.

Also, with more than half of Metro riders meeting the low-income threshold, reduced fare programs such as LIFE must continue to eliminate barriers to reduced fare programs. The new LIFE program started in July 2019 with approximately 30,000 customers and since then, the program has grown to 77,000 users. This is swift growth but there is still room to expand. The improved, electronic process for renewing LIFE discounts, implemented due to the pandemic, is also a good step forward, but more needs to be done to make LIFE as accessible as possible to those who would benefit from it.

The payment industry will continue to evolve, and it's important for Metro to map a flexible approach that allows the agency to stay with the times. This underscores the importance of releasing open API's for payment so that Metro payment is available through a range of apps and devices, and working with APTA and other industry stakeholders to adopt common technology standards. This will also help LA prepare to welcome people from around the world to the 2028 Olympic games. Whether a visitor uses Google Maps, a shared ride app, a short-term home rental website, an event ticketing app, or an airfare search engine, Metro transit information and payment should be ubiquitous and readily available.

Recommendations

1. By June 30, 2021 TAP to seek authorization to distribute at least 100,000 additional free cards to areas with low TAP use, and consider new incentives to use TAP instead of cash. Additionally, it is recommended that Metro have ambassadors with iPads assist riders in low TAP use areas with registering their TAP cards so that users enjoy balance protection, gain a sense of ownership of their TAP card, and get familiar with the convenient taptogo.net website.
2. By January 31, 2021, as part of the midyear budget process, OMB to revisit local programming budget limits that discourage LIFE program growth.
3. By March 1, 2021, OEI to organize focus groups or phone interviews with cash-paying and non-smartphone transit riders to better assess their needs and inform the LIFE discount campaign.
4. By April 1, 2021, LIFE program to work with Metro Marketing, Customer Care, and municipal transit agencies and other TAP partners to review procedures and eligibility requirements, such as a government issued photo ID requirement, and further improve the ease of applying. This review should also evaluate ways to enable quick third-party validation of eligibility based on eligibility for other government aid programs.
5. By June 30, 2021, Metro Marketing to launch a new campaign to publicize LIFE discounts and the easier application process.
6. By June 30, 2021, TAP to prepare a strategy and expedited schedule to power third-party payment.

Again, it should be noted that Metro is currently considering fareless transit, which could make the ease of fare payment (and the recommendations in this section) moot. An initial report is scheduled to be completed in December 2020.

5.06 Speed

Metro riders also want faster travel times, especially for the bus.

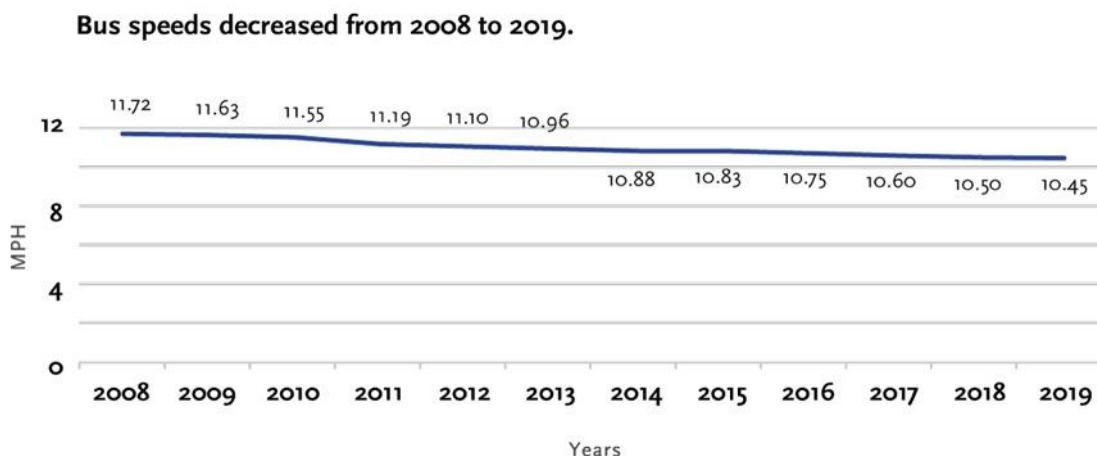
Here are some recent comments from Metro customers about vehicle speed:

- “I don’t really take the bus because there are too many connections to where I want to go, and so right now Uber is just much easier.” (2017 Customer Satisfaction Japanese Language Focus Groups)
- “This is probably the 5th time I’ve been forced to call Uber because the line 230 is hardly even sticking to any schedule on the Metro application or Google or any other app... I’m honestly completely flabbergasted as to how unbelievable poorly Metro is running...” (complaint to Customer Relations)

Some of these issues occurred because the COVID-19 pandemic reduced traffic congestion, and bus operators had to slow down to avoid getting ahead of their schedule. Metro Operations staff subsequently adjusted schedules to reflect current traffic conditions.

More broadly, though, when the 2017 OEI survey asked lapsed riders why they no longer ride, 64% said buses take too long and 25% said rail takes too long (2018 Metro Marketing Brand Tracker Survey).

In fact, while Metro’s Vision 2028 Plan set a goal to increase bus speeds by 30% in the future, bus speeds have declined by 12.5% over the last 25 years due to traffic and parking congestion, and more recently due to Uber and Lyft pickups and drop-offs, and e-commerce delivery vehicles.



Fortunately, bus-only lanes can speed up service, and let bus riders zoom past traffic congestion. For example, the Flower Street bus-only lane improved speeds up to 30% during the PM peak.



Segment of Flower St Bus Lane

Metro recently began to utilize new bus-only lanes on Flower, 5th and 6th streets in Downtown LA, and will be working on more. Metro has been collaborating with the City of LA, LADOT and StreetsLA to expedite bus-only lanes (and bike lanes), reflecting a mindset among City and Metro staff that prioritizes the interests of bus riders, many from disadvantaged communities.

Metro Rider Profile

Gender, race, ethnicity

- 53% Women
- 66% Latinx
- 15% African-American
- 32% Limited English Proficiency

Financial status

- \$17,975 Median annual income
- 41% Rely on discounted fares
- 30% Pay with cash

Resources

- 81% Have no cars
- 45% Have no smartphones

Source: Fall 2019 On-Board Survey

Nearly 30,000 Metro weekday riders will benefit from the 5th and 6th Street improvements, plus riders on buses operated by Torrance Transit, LADOT, Antelope Valley Transit and Montebello Bus Lines.

Even with recent progress on bus-only lanes, there are a range of challenges and constraints that impact future progress. These include budget constraints, street geometry limitations, existing traffic congestion, and political and community support for the improvements. Additional factors include traffic enforcement to keep bus-only lanes clear, stop locations and spacing, bus zone design, transit signal priority, all-door boarding, and fare payment (which increases boarding times).

Metro is working with LADOT to expand Transit Priority Signaling (TPS) from just Metro Rapid buses currently to all Metro buses in the future. TPS extends green lights to prioritize bus service.

Bus lane enforcement is also crucial to support faster bus speeds. Most bus lanes are passively enforced through roadway marking and signage. As a result, most of the lanes in LA County have high vehicle intrusion rates. In some cases, such as the mixed-use bus lane on Wilshire Boulevard, there is little active enforcement by police or parking officials, and a study showed lane intrusions at a rate of one every four minutes during the bus lane operating hours. By comparison, Metro, in partnership with the LADOT, piloted a bus lane in 2019 in Downtown Los Angeles on Flower Street with dedicated police enforcement, which helped the project dramatically improve bus speeds.

Automated camera enforcement can help keep bus-only lanes clear. Metro's OEI worked with CarmaCam in 2019 to test use of bus-mounted cameras, which can be used to capture images of intrusion into the bus lane and issue warnings or citations, similar to a successful program in San Francisco. In 2021, Metro plans to consider seeking legislation to authorize camera enforcement, and funding to implement it in key corridors, in partnership with the City of LA and other communities that will benefit from bus-only lanes.



Another way to increase speed is through all-door boarding (ADB), which allows riders to board at any door. Metro Rail and the G Line (Orange) Bus Rapid Transit have ADB, with riders loading their TAP cards before they board and tapping on validators upon entering the buses. The J Line (Silver), Line 720 (Wilshire) and Line 754 (Vermont) use bus mobile validators (BMV) mounted near each door to allow customers to board and pay. Metro is exploring strategies to expand ADB to additional routes. Of course, the fareless programs being considered by Metro could make ADB universal.



Rendering courtesy of Mott MacDonald/Gannett Fleming

Metro is doing even more to increase speeds on the G Line. Improvements through 2025 will include 35 gated street crossings along the route, and grade separation at Van Nuys Blvd and Sepulveda. With these improvements, G Line service is expected to be 29% faster, reducing end-to-end travel times from 53-55 minutes to just 38 minutes.

Also Metro's Corporate Safety is working with Service Planning and Bus Operations (Divisions 8 and 15) to develop speed advisory software that analyzes LADOT street signal and bus movement data to suggest an optimal speed to Operators for smoother operations and fewer red lights. This project was first submitted by two Metro employees (Tony Tiritilli and Leonid Bukhin) as an internal Unsolicited Proposal. Tablets have been installed on a few test buses and testing will begin soon.

And additional higher-speed Bus Rapid Transit (BRT) lines are being planned in the North San Fernando Valley, NoHo to Pasadena, and Vermont Ave transit corridors (note: Vermont is also being studied as a potential rail alignment).

Metro is also working to increase train speeds. Increased rail signal priority on the A Line (Blue) service shaved seven minutes roundtrip in Long Beach. And Metro is partnering with LADOT to improve rail signal priority for nine intersections along the E Line (Expo). These projects help trains traverse intersections without stopping for red lights.

Longer term, Metro is conducting a design review of the light rail network to identify additional segments where travel speeds could be safely increased. This study will be completed by March 2022.

Recommendations:

1. By February 1, 2021, the Better Bus team in conjunction with the City of LA to finalize the next round of bus-only lane improvements to continue the momentum from successes in 2020.

5.07 Crowding

In normal times, riders want a seated ride, adequate elbow room, and clear aisles to get on and off easily. During a pandemic, they also want safe social distancing, and these comments reflect that sentiment:

- “Good for the most part but believe you could reduce crowding by increasing bus service-buses, opening more seats...” (COVID-19 Survey Comment)
- “A lot of passengers on the buses. I think there should be a passenger limit.” (COVID-19 Survey Comment, Spanish language)
- “Sometimes these buses are so crowded I have a difficult time getting to the exit at my stop.” (COVID-19 Survey Comment)



- “It would be really nice if you added more buses in the morning. Our bus is always crowded... People were so packed they started yelling at each other and it made me and everyone else uncomfortable like a fight was about to break out.” (complaint to Customer Relations)

- “The train has been showing up consistently with less cars. The train is usually packed after 4pm so to have less cars just makes for a more uncomfortable ride. There are lots of students or workers with bikes and scooters so the trains are unnecessarily packed and most times with the air conditioning on

low so it’s hot too... some people get left because there is no room. This has caused arguments that almost turn physical.” (complaint to Customer Relations)

- “It was about 6:05pm. There was problem with the Redline and it was backed up but the crowds are a daily issue.” (complaint to Customer Relations)

As of September, Metro Operations has been running 80% of normal bus service for about 50% of normal ridership, and has been monitoring bus loads on a weekly basis to reallocate service hours where needed. To address COVID-19 concerns, Metro distributed over 50,000 face coverings to riders who didn’t have one, driving the percentage of riders with face coverings to 99%, and Metro has tried to ensure that passenger loads do not exceed 75% of seated capacity as a temporary measure, compared to the 130% standard prior to the pandemic. As of September 2020, only 10% of weekday bus runs exceed the 75% standard. Also Operations recently discontinued roping off the front of buses to allow for added capacity for customers to practice physical distancing.

In addition, providing reliable service and keeping the incidence of missed runs under 1%, as recommended in the [Metro Bus reliability](#) section of this Plan, will also reduce crowding. This is important because when there is a major delay or missed run, the following bus may have double the load.

Along with the rollout of NextGen, Metro Operations is considering a headway management program for high frequency service (such as NextGen Tier 1 routes). This would draw from experiences at other transit agencies to set up a system whereby supervisors communicate with bus operators to ensure that buses adhere to posted frequency (such as every 10 minutes). This would reduce the bunching of buses, even passenger loads, and allow for reduced travel time when traffic is light.

In the long term, as ridership rebounds, crowding can also be addressed through higher capacity vehicles. Some articulated buses are being phased out due to maintenance demands, but a study is underway to evaluate the pros and cons of double decker buses. On the rail side, Metro is acquiring new open-gangway married pair train cars to open up more room for customers.

In the meantime, the Transit app now provides riders with predicted crowding levels on each run. And Metro is currently working with Transit on enhanced crowding predictions that use real-time crowd-sourced data. This work is especially important for customers concerned about having adequate social distancing.

One other crowding issue is how to best accommodate luggage, strollers and other items on Metro vehicles. As new vehicles are ordered, Metro will continue to evaluate seat layouts to strike the optimal balance between seating and room for personal items, while also providing accessibility for riders with disabilities. This will be especially important as Metro improves services to airports and intercity rail, and prepares to welcome visitors from around the world for the 2028 Olympics.

Call-Out Box: Courtesy Seating Initiative

Metro's Women & Girls Governing Council (WGGC) recently created Courtesy Seating decals to encourage riders to offer their seat to people with disabilities, pregnant women, and parents with young children. This addresses the needs of women who trip chain to many destinations, often with small children, strollers, and shopping bags. In April 2020, the new "Courtesy Seating" decals were posted in all Metro buses.



Going forward, WGGC plans to extend this campaign to train cars, augment it with audio messages, and include information about the Courtesy campaign in bus operator training.

While budget is required to reduce crowding, it is also a matter of mindset. During the pandemic, it is important for Metro to continue to address social distancing concerns. And after the -pandemic, the mindset throughout the agency should be to do whatever it takes to provide riders with a seated ride

and to minimize the time spent standing on crowded vehicles. This is part of the cultural change discussed in the *Future Customer Experience Plan* section of this report.

Recommendation:

1. While Metro cannot guarantee social distancing on all routes at all times, Metro will introduce a new service configuration in December 2020 that is expected to increase social distancing on targeted bus routes during the COVID-19 pandemic. This is expected to reduce the 10% of bus runs that exceed the temporary average daily load factor measure of 0.75 (a temporary change from the usual 1.3 standard due to COVID-19) to 3% or less based on current ridership levels.
2. By December 1, 2021, Metro Operations to engage a research center or consultant to conduct best practices research on headway management, and consider pilot testing headway management along Tier I service in 2022. See [Agency-Wide Recommendations](#) for budget requirement for the research phase.

5.08 Personal security

Crime on Metro is down 17% over the last five years, however personal security remains a top rider concern. When riders feel unsafe it can affect how often they ride, when they might ride and whether they ride at all. Some riders fear being mugged, assaulted by unstable individuals, or having their cell phone snatched. Many women are also concerned about being harassed. And some riders fear the police in the wake of recent police shootings around the nation. Here are sample rider comments:

- “Too much violence on trains and buses to feel safe.” (COVID-19 Survey Comment)
- “Two of Metro's security walked through and did not ask these young men to lower the sound. This is a common problem.” (COVID-19 Survey Comment)
- “More staff/police on train not just at stations gates” (COVID-19 Survey Comment)
- “I appreciate the presence of security at the train stations. Their presence is especially needed in the early morning and evening hours on platform as well as around the kiosk areas.” (COVID-19 Survey Comment)
- “The Sheriff will discriminate a lot. Say you have three Black guys over here and you got three White guys over here. Immediately, even if they pass the White guys first, they will walk straight past them to go card the Black guy.” (Customer Satisfaction Focus Group, 2017)
- “Your Mall cops may carry guns but they don't have teeth. In fact, these guys make me nervous that they have guns. I can't imagine they have a lot of training.” (COVID-19 Survey Comment)
- “Less cops on the train, all they do is harass people.” (COVID-19 Survey Comment)

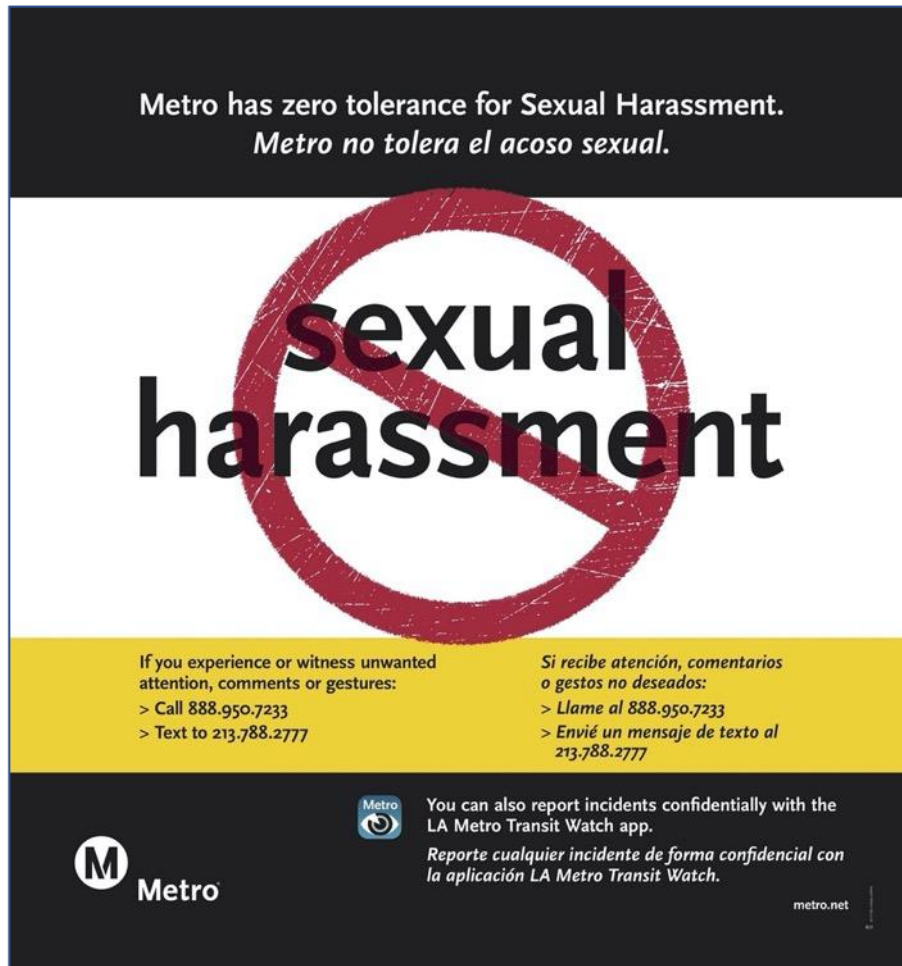
In the 2019 *Understanding How Women Travel Study*, 60% of female riders said they feel safe riding Metro during the day, but that number plummets to just 20% at night. Safety perceptions for waiting and walking to the stop or station at night were even lower at only 13% feeling safe. Many women interviewed in the study had endured sexual harassment and witnessed violent acts while on transit. In fact, 22% of riders reported experiencing sexual harassment in the past six months.

Women feel that better lighting at stops and along approaches to stations, and the presence of security staff nearby, would help them feel safer.

To address women's concerns, Metro System Security and Law Enforcement (SSLE) is working to respond faster and more sensitively to sexual assault and harassment calls. SSLE staff will participate in sensitivity training, and Metro plans a communications campaign in 2021 to promote a culture of zero tolerance for sexual harassment on the system. Finally, Metro plans to deploy more law enforcement to areas that report higher rates of sexual assault.

Call-Out Box: Metro Zero Tolerance for Sexual Harassment

Metro recently took steps to better support victims of sexual harassment. Victims are encouraged to call 888-950-7233 or text 213-788-2777 to report sexual harassment. This has been supported with a marketing campaign, and Metro's law enforcement partners — which include LAPD, LA County Sheriff's Department, Long Beach Police Department, Metro Transit Security and private security — are responding to sexual harassment incidents as a high priority.



Metro also improves lighting when needed to improve safety. For example, here are photos from recent improvements at the L-Line (Gold) Allen Station.



Allen Station Before



Allen Station After

Another tool to address security concerns is the [LA Metro Transit Watch app](#). The app, which was developed by Metro Information Technology Systems (ITS), enables customers to report security issues by phone, text, by completing a report form, and the option to remain anonymous. The app also has a “Broadcast” feature that can send out security updates when needed. Metro will be publicizing app upgrades in 2021, including a new Spanish-language version and an ability to upload video content.

Recommendation:

1. By February 1, 2021, Metro SSLE and Marketing to jointly set an ambitious goal for Metro Transit Watch market penetration. It is also recommended that, in addition to promoting the Metro Transit Watch app, communication campaigns widely publicize the 213-788-2777 text number (for people with phones that do not accommodate apps). See [Agency-Wide Recommendations](#) for budget requirement.



Call-Out Box: WGGC Metro Call Point Initiative

Metro’s Women & Girls Governing Council (WGGC) has called for more reliable, highly visible blue light emergency call boxes throughout Metro’s system to improve security for customers. Metro SSLE is seeking funding for a phased rollout of this system, which will ultimately cost \$6.2 million. The Call Point units will be visible along the B (Red), D (Purple), E (Expo), C (Green) and J (Gold) lines station platforms with bright blue light beacons.

Call-Out Box: Racial Justice

While many riders want more security on the Metro system, many customers are also concerned about racial profiling and officer-involved killings around the country, and Metro’s Board of Directors has called for change. The agency will adopt Use of Force policies developed by “Campaign Zero.” These include requiring officers to exhaust all other reasonable alternatives before resorting to use of deadly force, restricting strangleholds, and requiring officers to intervene to stop another officer from using excessive force. Metro decriminalized fare evasion in 2018 to reduce youth contact with the justice system and keep kids on a positive path. Metro is also working to implement body worn cameras in consultation with labor representatives, and to train officers in implicit bias, anti-racism, and de-escalation, including use of a simulator to prepare them for real-life situations they might face.

Finally, Metro is fortunate that its contracts with local and regional police departments allows the exclusion of law enforcement officers who fail to act in accordance with Metro’s values.

In 2021 Metro will:

- Study options to further reform policing,
- Evaluate options for unarmed ambassadors to improve Metro security and customer service, and
- Shift funding from traditional policing to homelessness outreach and services.

5.09 Homelessness

The homelessness crisis in Los Angeles is among the most severe in the country, and Metro riders tell us that homelessness has a major impact on the customer experience. In a 2018 brand survey, 64% of respondents agreed that there are too many homeless people in the Metro system, and some LA residents avoid Metro entirely due to widespread homelessness on the system.

- “There has been a large increase in the number of odd characters on the buses and trains, doing inappropriate things, and being smelly. It’s sad when they out the people who are basically sleeping on the train to get out of the rain, but it is not fair to the regular riders.”(COVID-19 Survey Comment)
- “I am most worried about the homeless on the trains. The seats are often dirty, I don’t want to sit down or I feel gross when I sit. The trains can smell like urine.” (COVID-19 Survey Comment)
- “That the Metro have to stop letting homelessness people get in the bus because they don’t have mask and they bring bags with trash and just fighting with the people.” (COVID-19 Survey Comment)
- “The homelessness and transient problem on the trains was really out of control. Sometimes the smells are so bad that people are unable to use that section of the train.” (COVID-19 Survey Comment)
- “Homeless man doing his business (pee and feces) in the elevator. Please stop this from happening.” (Complaint to Customer Relations)
- “The homeless scare, harass or bully the public with disabilities, the rest do not want to be near them because some have mental issues, but the more egregious is health concerns... my concern is that they are a health risk to the general public, because there is no way that you can disinfect, clean or monitor the bus or riders.” (Complaint to Customer Relations)
- “This lady was at the Pershing Square station causing a scene and security got her on the train and moved on to another station to cause another scene...instead of maybe calling someone to help her ??? Just don’t pass them off. They are Human Beings.” @metrolosangeles (Twitter, Aug 2020)

Metro’s Vision 2028 Plan calls for the agency to play a strong leadership role in efforts to address homelessness in LA County.

Metro’s objective is two-fold:

1. To help people who are experiencing homelessness, and
2. To curtail behaviors and conditions that adversely affect the health and safety of other riders.

To help people who are experiencing homelessness, Metro has partnered with community-based organizations to engage people on the system who are experiencing homelessness, and try to get them shelter or other services to get them back on their feet. Up to 40 PATH staff (People Assisting the Homeless) in bright blue t-shirts help homeless riders on the train system Monday – Saturday, 3am – 3:30pm. LA DOOR Outreach Teams in grey t-shirts provide additional assistance as follows:

- Union Station: Wednesdays, 7am
- Civic & Grand Station: Thursdays, 7am

- Westlake/MacArthur Park Station: Fridays, 7am

The Dream Center Outreach Team in blue t-shirts offers assistance at Union Station every Friday at midnight to people who are experiencing homelessness.

In addition, Metro System Security and Law Enforcement (SSLE) has increased the Homeless Outreach and Proactive Engagement (HOPE) Team from four officers on overtime to eleven full-time officers. These teams work hand-in-hand with PATH. Additionally, as of March 2020, the LAPD Special Problems Unit (SPU), consisting of four sergeants and twelve officers, has been redirected to support 'Operation Shelter the Unsheltered.'

Call-Out Box: LAPD Outreach to individuals experiencing homelessness

Metro connects hundreds of individuals and families experiencing homelessness with the help they need. For example, on March 22, 2020, Officer Perez contacted the LAPD Transit HOPE Team regarding a homeless family living in a vehicle near a Metro bus stop in the Granada Hills area. Concerned for their well-being, Officer Perez referred the family to the Granada Hills Recreation Center shelter for temporary housing to ensure the family had a safe place to sleep during the inclement weather. HOPE Officers along with Department of Mental Health (DMH) Clinician Garcia went to the Granada Hills Recreation Center to meet with the family, but were advised that the family had been relocated to a Motel 6 for the safety of the children.

HOPE Officers and DMH met with the family at the Motel 6. The family consisted of the mother, father, and their three children, one of whom suffers from autism. The mother was concerned because the motel voucher she had received the prior night was good for only one night and they had nowhere else to go. Understanding this urgency, DMH Clinician Garcia worked diligently to contact Los Angeles Family Housing to enter the family into the Coordinated Entry System (CES) database to get them transitional housing. While Clinician Garcia coordinated housing arrangements and mental health appointments for the family, Officers took the family to get gas for their vehicle, as the family needed a reliable means of transportation to relocate to a new shelter. Additionally, Officers purchased the family breakfast since the family had not eaten since the night before. The mother was thankful for the officers' willingness to use their own money to help her family. Los Angeles Family Housing provided the family with a long-term motel voucher to allow the family to get off the street until a permanent apartment became available. Officers discovered that the children needed new clothes and toys, so returned to the motel with food and clothing for the family. Being on the street for several months caused the mother to lose faith, but help from the HOPE team and DMH restored her hope for the future.

SSLE also secured support from the LA County Sheriff's Department, increasing the Mental Evaluation Team (MET) by four deputies, and reassigning 16 deputies from the Threat Interdiction Unit (TIU) to the Special Assignment Unit (SAU) to focus on initiatives such as 'Operation Shelter the Unsheltered.' And SSLE has worked with Long Beach Police to create 'Quality of Life' teams of two full-time officers to focus exclusively on working with people who are homeless.

A big part of this work is to establish trust, and destigmatize homelessness and mental illness. Through ‘Operation Shelter the Unsheltered’, Metro policing contractors and PATH have provided housing and services to over 700 individuals since April 2020. Metro security officers also engage people who are homeless, escorting them off trains at the ends of rail lines and getting them assistance where possible.

While Metro’s objective is to help people who are experiencing homelessness on our system, it also recognizes the urgency of curtailing behaviors and conditions that adversely affect the health and safety of other riders. This includes threatening or erratic behavior, open drug use, extreme odor, and defecation or urination in public spaces.

Call-Out Box: Flexible Dispatch System

One model currently under consideration is to pilot test a strategy that actively engages Metro front line employees to identify:

- People who appear to need homeless services or medical attention
- People exhibiting behaviors or conditions that adversely affect the health and safety of other riders.
- Fighting, or severe Code of Conduct violations that make other riders uncomfortable

When a situation is reported, a dispatcher could respond appropriately based on the nature of the report and available resources. Options could include:

- Looking at real-time bus camera footage to gather more information as needed (via the ITS bus tracker website)
- Dispatching ambassadors to peacefully intervene
- Dispatching homeless outreach workers
- Dispatching mental health professionals to do a welfare check and get people help
- Dispatching EMT’s to address medical issues
- Dispatching law enforcement when needed to protect staff or customers, or to provide backup and presence to support the other categories of staff listed above

Training for all categories of staff would include anti-bias, mental health and de-escalation. This concept is one idea for reimagining security, and Metro will be convening a new Public Safety Advisory Committee (PSAC) to help shape future improvements to Metro’s security and actions to move toward racial justice and equity.

Interventions should be appropriate to the needs of each person. For example, for people who suffer from poor hygiene, staff can help connect them to showers and fresh clothing, or can distribute toiletries (toothpaste, toothbrush, deodorant, feminine products, perhaps bandages and Neosporin for open wounds, even adult diapers for those who need them). Another idea would be to partner with organizations like Lava Mae to offer free mobile showers and fresh clothing to people experiencing homelessness early in the morning before stations open so that people can clean up before entering the Metro system.

Metro is currently in the process of reimagining security in response to calls for racial justice, and the Metro Board has directed that more resources be allocated to homeless outreach services. The agency

plans to reallocate up to \$3.5 million from security to PATH or other social service providers, and will look for additional opportunities going forward.

Despite significant efforts, however, the scale of homelessness on the system far exceeds the availability of homeless outreach, services, and housing, and it may get worse due to recent economic distress and housing insecurity. Metro would like to work towards a goal of reducing the number of people experiencing homelessness on the Metro system by at least 50% by connecting individuals to better options for shelter than riding Metro vehicles. The following recommendations are designed to ramp up towards that goal as funding becomes available.

Recommendations:

1. By April 1, 2021, Metro to pilot test a flexible dispatch concept whereby Metro responds to safety and security issues on the system by dispatching appropriate staff: from homeless outreach or mental health workers to unarmed security ambassadors or law enforcement as the situation demands. See [Agency-Wide Recommendations](#) for budget requirements.
2. By July 1, 2021, SSLE to expand and enhance homeless outreach teams including on-call nursing, mental health and addiction services; temporarily provide emergency short term shelter pending more housing from local and regional partners (see recommendations 3 and 4 below); test using unarmed security ambassadors to fill gaps in terminus station assistance and intercede with people who are experiencing homelessness on Metro to get them the help they need; and initiate regular, statistically valid counts to gauge results. See [Agency-Wide Recommendations](#) for budget requirements. Note Metro's approach to homelessness is subject to change based on input from a new Transit Public Safety Advisory Committee that will begin advising Metro in 2021.
3. By January 31, 2021, Metro Government Relations to initiate work with other transit agencies in California to request that a portion of existing and new sources of local, regional, and State homelessness funding be earmarked for transit homeless outreach teams, housing and services.
4. By April 1, 2021, Metro Community Relations to initiate work with local and regional partners to provide more shelter and housing to help Metro towards reducing homelessness on the system by at least 50%.

5.10 Cleanliness

Customers want a clean system when they ride transit, and hundreds of custodians and service attendants fan out across the Metro system every day to clean and disinfect stations, vehicles and bus stops. Of course, the COVID-19 pandemic has raised the bar, and customers want to know that surfaces they touch are disinfected. Here are some sample comments about Metro cleanliness:

- “I don’t feel safe when riding or even waiting for the train. It smells, it’s dirty and some patrons don’t care about cleanliness and I don’t see it being enforced.” (COVID-19 Survey Comments)
- “Train stations areas like the stair wells, hand railings, and elevator interiors-glass, control panels, baseboards need to be addressed seriously regarding infection control-disinfection cleaning. Regular attention to elevator floors, due to riders urinating on them.” (COVID-19 Survey Comment)
- “The Metro elevators are not cleaned, I have been inside, and the truth is they are in bad condition” (COVID-19 Survey Comment, Spanish language)
- “Cleanliness. The trains, train stations, bathrooms at Union Station, and passageways, overhangs and entrance ways throughout the Metro network are FILTHY. Trash, urine, feces, vomit, diapers.” (COVID-19 Survey Comment)
- “Please replace the filthy upholstered seats with something that can be properly cleaned.” (COVID-19 Survey Comment)

Odor is a key issue for customers because it is invasive and hard to block out. Women tend to have stronger concerns about cleaning than men, according to the 2019 Understanding How Women Travel Study. In the study, 23% of women don't think the system feels clean, so it is important that Metro ensures women’s feedback is included in cleaning protocols and standards.

Every day, buses are vacuumed and mopped, windows and poles are wiped down, seats are cleaned, and any gum or graffiti is removed. And monthly, deeper cleaning is done, including around doors and vents, and the work is inspected.



Trains are cleaned daily in the yards, and this includes sweeping, mopping, cleaning seats, stanchions and windows, and removing graffiti and gum. It also includes disinfection due to COVID-19. Monthly, deeper cleaning includes floor scrubbing, seat deep cleaning or replacement, scrubbing of panels, paint touch-ups, and inspection of the work.



In addition, cleanliness issues on in-service trains are addressed on an as-needed basis at these stations:

- Union Station
- 7th Street/Metro
- Redondo Beach Station
- Downtown Santa Monica
- Long Beach Station
- North Hollywood
- Wilshire/Western
- Norwalk
- Atlantic
- Azusa

Prior to COVID-19, in-service trains were given a quick clean/pickup at terminus stations on several lines, but that practice has been suspended for now to allow for greater cleaning and disinfection work in the yards.

Train stations are cleaned at least twice daily, including emptying trash, spot sweeping and mopping of floors and stairs, dusting and wiping ticket machines, map cases, handrails and pylons, elevator cleanup, and graffiti removal. To keep riders safe during the COVID-19 pandemic, Metro disinfects touch points such as handrails, ticket vending machines, elevators and escalators. Also, stations are pressure washed at least once a week.

Metro also has programs to clean trackways and surrounding areas, and to address encampments as needed for the safety of the system while providing outreach and placement for people who are

homeless. Encampment removal has been temporarily suspended due to the pandemic. It should be noted that in some cases, Metro areas that need cleaning are on property that is owned by a third-party and inaccessible.

Bus Stops and Zones has 26 additional field staff that fan out over Metro's service area, responding to calls through Customer Care and reports from road supervisors, as well as routinely inspecting stops, busways stations and terminals. Tasks include fixing or decaling signs and repairing other infrastructure, pressure washing bus zones, and ensuring the bus zone is clear.

Note that during the pandemic, Metro cleaning is impacted by employees out on COVID-19 leave, and fiscal limitations that necessitated cancellation of overtime and a hiring freeze.

In terms of cleaning products, Metro is among the leaders in the transit industry. The EPA is finalizing a report on a cleaning product Metro has used on the rail system for the last four years, and has found that it offers long lasting antimicrobial and antiviral protection, as well as odor reduction. Metro is now using this product throughout the system, including on buses.

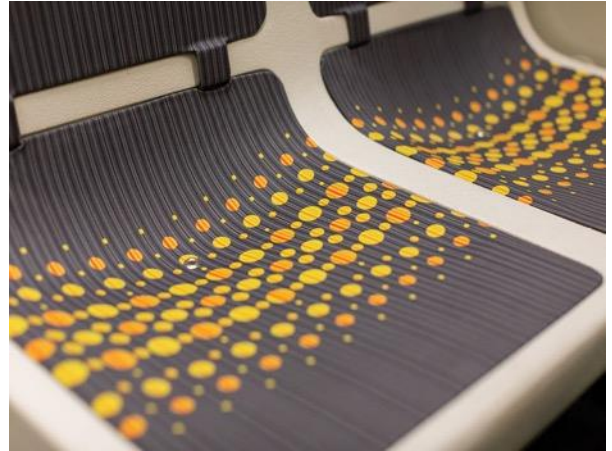
Having adequate cleaning facilities and equipment is also important. Currently, many stations lack areas to store cleaning devices, running water and places for staff to dispose of trash, so staff have to carry equipment with them and take a cart on board trains from one station to another. Adding cleaning closets and plumbing at stations is one option to consider. Another option could be to redesign cleaning carts to make them more mobile and easier to handle.

Numerous other issues intersect with cleanliness. Customers may feel Metro is unsanitary if fellow riders emit strong odors, appear unhygienic or engage in open drug use (see [Homelessness](#) section of this report). For elevators that suffer from human waste or drug use, Metro may want to consider an elevator attendant program similar to the successful program at BART in partnership with Urban Alchemy, a nonprofit which helps youth and formerly incarcerated people of all ages obtain job opportunities. Elevators are essential for people with disabilities, as well as travelers with luggage.

Also, if facilities or equipment look dilapidated, Metro can be perceived as unsafe or unclean. For example, if customers see cracked tiles, rotting metal or faded surfaces, they may perceive that Metro lacks attention or care to keeping the system in good order. Fortunately, on the rail side, Metro is among the leaders in the transit industry in addressing infrastructure issues. The Station Evaluation Program regularly inspects 32 aspects of stations ranging from customer information displays, to stairs, elevators, lighting, seating, TAP machines, and signage. With this program, staff also respond to social media reports and go into the field to observe and correct conditions reported by customers. The vendor who inspects stations recently withdrew from the Metro contract, and the agency is working to replace them. In the meantime, Metro staff is filling in to continue the work as much as possible.

The Station Evaluation Program recently transitioned from collecting data on paper to using electronic tablets. This enables inspectors to snap pictures of problems they observe, and the system automatically generates trouble tickets for quicker response and tracks responses to ensure all issues are addressed.

Another improvement is a transition from cloth seating to vinyl seats. This is being done in conjunction with the overhaul of old vehicles and acquisition of new vehicles. The annual Customer Experience Plans will report the status of vinyl seat installations each year until the transition is fully complete. Funding remains an issue to include vinyl seats on the new Kinkysharyo (P3010) LRVs and to incorporate vinyl seating on buses.



Recommendations:

1. By June 30, 2021, Metro Operations to evaluate opportunities and funding requirements to provide facilities and equipment to enhance the productivity, working conditions, and effectiveness of custodians and service attendants.
2. By June 30, 2021, Metro Real Estate to provide a report that summarizes efforts to work with neighboring property owners to clean up trash near the Metro right of way, and collaborate with Operations, SSLE, and Community Relations to implement strategies to address outstanding issues.
3. By June 30, 2021, Metro Operations and System Security and Law Enforcement (SSLE) to implement an elevator attendant pilot program similar to the successful program at BART to deter crime, human waste and drug use in elevators, and make them safe and pleasant for seniors, people with disabilities, travelers with luggage, and others. See [Agency-Wide Recommendations](#) for budget requirement.
4. By June 30, 2021, Metro Operations to resume vinyl seat transition. See [Agency-Wide Recommendations](#) for budget requirement.
5. By September 30, 2021, Metro's Office of Extraordinary Innovation (OEI) to work with Operations to test odor meters for station inspections, with an emphasis on elevators, escalators, stairwells, bus stops, and other areas where urination or defecation tend to occur. If this turns out to be viable, odor meters would help Metro track progress on this important aspect of the customer experience.
6. By November 1, 2021, Metro Operations to consider proposal to fill gaps in end of line cleaning, and cover every rail terminus during all hours of service, for consideration in the FY23 budget.
7. By November 1, 2021, Metro Operations to develop a scope, cost estimate for consideration in the FY23 budget, and pros and cons related to increasing custodial staff and materials for:
 - Staff quick wipe-downs at selected mid-line train stations during less-crowded times, where service attendants could quickly board the train, wipe down selected surfaces,

soak up liquid spills, pick up trash, and address biohazards reported by customers or employees, riding the train a few stops when necessary to avoid any holdup to service. This technique would be highly visible to customers and help demonstrate that Metro cares about cleanliness. It is recommended that Metro Operations gather information from other agencies that have implemented mid-line cleaning, including BART.

8. By December 31, 2021, Metro Human Capital and Development, Communications, and the Customer Experience Office to consider designating occasional days when employees who ride Metro could consider volunteering to pick up garbage they see during their ride. Metro could provide PPE, garbage bags with a Metro logo, and gloves. This would be a great way for employees at all levels to pitch in to keep Metro clean, compliment Metro Marketing's We're Here for You campaign, and show customers that we care. (subject to discussion with Metro labor representatives).

6. Key Performance Indicators (KPI's)

For Metro to maintain a sustained focus on the Customer Experience, key performance indices (KPI's) are needed. To develop KPI's, staff considered seven stages of the customer journey, from planning a trip to getting from the bus or train to the final destination:



Based on this assessment, 40 KPI's were selected for tracking. To collect KPI data, a statistically sound, random cross section of customers will be asked to rate each of these KPI's from poor to excellent in annual Customer Experience surveys beginning in September 2020:

Plan:

1. Ease of getting info to plan my trips
2. *metro.net* website
3. Metro apps

Access:

4. Ease of getting to my stop or station
5. Car parking
6. Bicycle parking

Wait:

7. Personal security at stop/station
8. Cleanliness of the area where I waited for my bus or train
9. Seating at Metro stop or station
10. Shade at Metro stop or station
11. How often the bus or train comes
12. Availability of accurate arrival time info
13. Vehicles come on time

Pay:

14. Ease of fare payment

Ride:

15. Personal security while riding
16. Presence of security staff
17. On-board trip time
18. Cleanliness inside the bus or train

19. Age/condition of vehicles
20. Enough room on the bus or train
21. Comfort of seats
22. Noise level inside bus or train
23. Comfortable temperature
24. Next stop information
25. Delay/service advisories
26. Wi-Fi availability and quality
27. Smooth ride

Connect:

28. Knowing where to go to connect with another bus or train (if you transfer)
29. Timeliness of connection to other bus or train

Egress:

30. Ease of getting from my stop or station to my destination

Other:

31. Hours of operation
32. Enforcement of Metro rules
33. Metro system kept free of graffiti
34. Safe from sexual harassment
35. Safe from harassment based on my race or ethnicity
36. Addressing homelessness on the Metro system
37. Escalators
38. Elevators
39. Signage
40. Helpfulness and courtesy of Metro employees

Customers will also be asked to provide specific comments about items they rate low. Staff will mine this data to develop a deeper understanding of customer experience issues to address in future Customer Experience Plans. The survey will also point us to additional areas to tackle in future Customer Experience Plans.

In addition, the following KPI's have been developed to gauge progress on Better Bus improvements:

1. Percent change in average bus travel speeds for target bus corridors
2. Total miles of Bus Rapid Transit (BRT) corridors in the County
3. Total miles of bus-only lanes in the county
4. Bus on-time performance
5. Measure of headway regularity (specific KPI's TBD)
6. Cancelled assignment hours as % of revenue service hours
7. Operator hiring and retention levels (specific KPI's TBD)
8. Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF)
9. Percentage of customers with 10 minutes or better frequency

10. % of trips over the load factor standard (note: this is individual trips, not on average)
11. Wheelchair pass-ups as % of wheelchair trips
12. Percentage of bus stops that have TAP loading and purchasing options that accept cash payment within 1/4 mile (subject to decision about Metro Fareless System Initiative)
13. 95th percentile API response time of TAP Mobile
14. System availability of TAP Mobile
15. System availability of Bus Mobile Validators (BMVs)
16. Percentage of passenger trips with all-door boarding (subject to decision about Metro Fareless System Initiative)
17. Accuracy of trip plan output (specific KPI's TBD)
18. System availability of Bus Arrival Prediction System
19. Percentage of bus routers with full functionality
20. Accuracy of real-time arrival prediction (specific KPI's TBD)
21. Percent of County residents with a 1/2-mile walk of a High Quality Transit Area
22. Percentage of trips that are one-seat rides
23. Percentage of trip destinations (by all modes) within 1/4 mile of bus stop
24. Average response time to incidents reported in the TransitWatch app (specific KPI's TBD)
25. Percentage of bus rolling stock with vinyl/plastic seats
26. Percentage of riders wearing face coverings (temporary KPI during pandemic)
27. Accuracy of crowding prediction (specific KPI's TBD)
28. Percentage of stops that are ADA accessible
29. Percentage of stops that have a crosswalk at at least one adjacent intersection
30. Percentage of bus stops with shelters
31. Percentage of bus stops with shade trees
32. Percentage of stops with benches, seating, or lean bars
33. Percentage of bus stops with trash receptacle
34. Percentage of bus stops with real-time displays
35. Percentage of stops with lighting within 50 feet
36. Audio next stop arrival performance (specific KPI's TBD)
37. Failure to offer wheelchair/mobility aid securement/lap and shoulder as a percentage of all wheelchair boardings (specific KPI's TBD)

7. Agency-Wide Recommendations

This report includes 37 recommendations to address areas for improvement. Each recommendation shows responsible departments and a deadline. In addition, the following four agency-wide recommendations are proposed:

1. As the COVID-19 pandemic eases and revenues bounce back, Metro's Office of Management and Budget (OMB) to ensure that all customer experience improvements in this Plan are considered for funding. See Figure 3 below for a menu of recommended investments to improve the customer experience. These are all incremental to all the daily core functions to operate the system. Note that Metro's FY21 budget is 16.5% less than the prior year, due in large part to the pandemic's fiscal challenges, so funding these customer experience improvements will depend on how quickly the pandemic eases and the economy rebounds. Some of the items might also be addressed through third party or grant funding.
2. By June 30, 2021, Metro's Office of Management and Budget (OMB) to work with the Executive Officer for Customer Experience to ensure that responsible departments incorporate all *2020 Customer Experience Plan* recommendations into the FY22 Comprehensive Agencywide Performance Evaluation (CAPE) system, and report progress quarterly.
3. By June 30, 2021, Human Capital & Development to work with the Executive Officer for Customer Experience to ensure that all *2020 Customer Experience Plan* recommendations are incorporated into FY22 Individual Performance Plans (IPPs).
4. Metro to adopt modern user experience testing and set customer acceptance standards to ensure new and upgraded products and services improve the customer experience. By June 30, 2021, the Executive Officer for Customer Experience will inventory major customer facing initiatives – current and future, and work with the Chief Policy Officer to establish policies to and procedures to implement this recommendation.

Figure 3

Project/Initiative	Description	FY21 midyr	FY22	FY23	FY24
Shared ride service to the rescue	A pilot program that quickly identifies customers impacted by a missed run or pass-up in real-time, and offers them a free ride code for an on-demand shared ride service. Covers 35,000 rides.	\$ 100,000	\$ 400,000		
Elevator Attendants	provide attendants at selected elevators to deter human waste and drug use, similar to the successful BART program (budget covers pilot program)	\$ 200,000	\$ 800,000	TBD	TBD
Work towards reducing homelessness on Metro by 50%	Limited emergency short term shelter pending more housing from local and regional partners	\$2,000,000	\$ 2,000,000	\$ -	\$ -
	Enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services. Expands from eight teams of five to 15 teams of three at minimal cost.	\$ -	\$ 1,100,000	\$ 1,122,000	TBD
	Fill gaps in end-station assistance to intercede with people who are experiencing homelessness on Metro and get them the help they need. Funding is for a 9 month pilot program of unarmed security ambassadors plus law enforcement as backup on weekdays starting April 1	\$2,800,000	\$ 5,575,000	TBD	TBD
	Regular counts to monitor trends and gauge the success of Metro efforts to address homelessness	\$ 100,000	\$ 250,000	\$ 250,000	TBD
Flexible dispatch pilot test	Flexible dispatch concept. Cost of dispatchers to enable Metro to respond to problems on the system with appropriate staff: from homeless outreach or mental health workers to unarmed security ambassadors or law enforcement as the situation demands.		\$ 1,100,000	\$ 1,133,000	TBD
Increase TransitWatch use	Digital advertising campaign to increase TransitWatch downloads and use to keep Metro safe.	\$ 100,000	\$ 150,000	\$ -	
Website for Better Bus launch (FY21), and CRM to enhance rider communications (FY22)	Interactive website to support Better Bus launch, plus real-time, automated system to communicate with riders, including during emergency shutdowns. Customize to each rider based on routes and times they ride, and the channels they use: metro.net, third-party apps like Google Maps and <i>Transit</i> , push notifications, text alerts, social media. note: also requires unfreezing two positions in Digital Services.	\$ 250,000	\$ 2,500,000	\$ 550,000	\$ 561,000
Customer Experience Surveys	annual on-board customer surveys	\$ 10,000	\$ 140,000	\$ 142,800	\$ 145,656
Employee Surveys	conduct employee survey every two years to gauge progress towards developing a customer-first culture, and to assess internal customer service between departments (includes follow-up coaching/expertise for departments)	\$ 15,000	\$ 185,000	\$ -	\$ 192,474
Complete vinyl seating transition	replace fabric seats with easier-to-clean vinyl		\$ 3,000,000	\$ 5,000,000	\$ 1,000,000

Figure 3: Menu of Potential Investments to Improve The Customer Experience (continued)

Project/Initiative	Description	FY21 midyr	FY22	FY23	FY24
Labor budget to keep Canceled Assignment under 1%	order of magnitude cost to shift average OAR from 1.18-1.20 to 1.25 to avoid missed bus runs. This is scalable to various OAR levels.		\$ 15,000,000	\$ 15,300,000	\$ 15,606,000
Headway management best practice review	conduct best practices research on headway management to even out bus spacing and loads on high frequency routes		\$ 150,000	\$ -	\$ -
Acceleration of Call Point Security Project	Blue light boxes recommended by Women and Girls Governing Council to improve security on the rail system		\$ 5,000,000	\$ -	\$ -
Surprise and Delight	Arts, music, and customer giveaways to surprise and delight customers, per Board motion 45.1		\$ 400,000	\$ 408,000	\$ 416,160
FY22 Bus Service Scenario (6.5m rsh)	Potential bus frequency improvements. Incremental cost relative to FY21 (5.6m rsh)		\$ 131,148,000	\$ 133,770,960	\$ 136,446,379
NextGen Scenario A/B (7.1m rsh)	Potential bus frequency improvements. Incremental cost relative to FY22.			\$ 87,432,000	\$ 89,180,640
NextGen Scenario C (9.4m rsh)	Potential bus frequency improvements. Feasibility and timing TBD. Incremental cost of \$335,156,000 relative to NextGen Scenario A/B.				TBD
Fill gaps in train interior EOL cleaning	Staff every rail terminus during extended hours of service to perform end-of-line cleaning, Estimate includes 30% contingency.			\$ 12,000,000	\$ 12,240,000
Highly-visible, train interior mid-line cleaning	Staff quick wipe-downs at additional mid-line train stations during less-crowded times, where service attendants could quickly board the train, wipe down selected surfaces, soak up liquid spills, pick up trash, and address biohazards reported by customers or employees.			TBD	TBD
ATMS 2	replacement of aging information systems involved in delivering real time information to modernize functionality and improve reliability - this shows first two years of total investment of \$105M.			\$ 10,000,000	\$ 10,000,000
Bus stop improvements	1200 additional signs with real time information for use by bus riders		\$ 1,139,793	\$ 12,537,727	\$ 1,453,200
	Metro has over 13,000 stops. This increases the % with shelters from 24% to 60%.			\$ 58,220,000	\$ 4,650,000
	Seats and solar lights attach to bus stop posts			\$ 6,800,000	\$ 544,000
TOTALS:		\$5,575,000	\$170,037,793	\$ 344,666,487	\$272,435,509

A photograph of a young girl with long brown hair, seen from the side, looking out of a train window. She is resting her chin on the window sill. The train is moving, as evidenced by the blurred landscape outside. Other passengers are visible in the background, including a person with long curly hair and a blue cap. The text 'Future Customer Experience Plans' is overlaid in the bottom left corner.

Future Customer Experience Plans

8. Future Customer Experience Plans

The *2020 Customer Experience Plan* was developed on a compressed schedule (three months). Starting in 2021, with additional time and resources, the breadth and depth of the Plan will develop further.

8.1 Journey mapping and equity

For the *2021 Customer Experience Plan*, Metro plans to conduct Journey Mapping to obtain a deeper understanding of customer journeys. Metro customers are diverse and have different needs when riding our system. For example, some types of customers are:

Frequent riders	Women and girls	People who have a smartphone
Occasional riders	People travelling with children or caregivers	People who can't afford a smartphone
Out-of-towners	People with disabilities (including mobility, blind/visually impaired, deaf)	People needing bicycle accommodation
Students	People who speak English	People who experience homelessness
Senior citizens	People who speak other languages/Limited English Proficient (LEP)	LGBTQ+ riders

To provide a better experience for each type of customer, we have to understand every step of their journey, from planning their trip all the way to reaching their destination.



The intent of Journey Mapping is to conduct in-depth interviews with each type of customer about each step of their journey: what they experience, what they see, what they hear, what they smell, and what they feel. These interviews will be used to help develop future Customer Experience Plans. They will help staff to dig deeper into the customer experience, and will provide an equity lens to understand the customer experiences for many different kinds of riders.

Call-Out Box: Innovative Wayfinding



Navigating through Union Station can prove challenging to customers who are blind or visually impaired. Therefore, in October 2019 Metro began testing a new audio wayfinding technology in Union Station. The technology consists of pixelated tags (similar to QR codes) and a smartphone app. A user's smartphone camera scans the surroundings for tags while the app recites the tag's stored information. Each tag is strategically placed and individually programmed with wayfinding information including distance and direction to platforms, transit arrival and departure information, and ticket kiosks and restroom

locations. The tags can be read from up to 39 feet away in a fraction of a second, even while the camera is in motion. Tags were placed throughout Union Station, creating audio pathways to the B (Red), D (Purple), and L (Gold) Line platforms, Amtrak and Metrolink platforms, Patsaouras Bus Plaza, ticket vending machines, fare gates, elevators and emergency telephones.

Some comments from the test group: "I would feel more comfortable traveling by myself if this was available everywhere" and "This feels similar to what sighted people can do, being able to see signage." Metro has applied for a grant to expand this program to more locations.

Call-Out box: Equity

Equity is central to customer experience planning. Metro wants to improve customer experiences for all riders, and the 2021 Plan will focus on the needs of diverse types of riders such as people with disabilities, those who cannot afford smartphones or data plans, women and girls, and riders who speak other languages/Limited English Proficient (LEP). Moreover, the Plan will incorporate input from Metro's Executive Officer for Equity and Race, and the Metro Office of Civil Rights & Inclusion.

A recent example of a customer experience initiative with an equity lens was the approach formulated for the distribution of Metro masks to reduce the spread of COVID-19. Metro strategically distributed masks to areas with high rates of COVID-19 infection and to equity focus communities that may not have the financial resources to obtain masks on their own and where people disproportionately have preexisting medical conditions.

Call-Out box: Mystery Shopping Program



Metro has an innovative Mystery Rider Program that tracks Bus Operator performance relative to accessibility, safety and customer service. Surveyors or “secret shoppers” ride Metro buses throughout LA County and record their observations. Half (50%) of the trips are made by surveyors who use wheelchairs, and most observations are made by surveyors with disabilities. The reported data from the surveys allows Metro to track performance, identify trends, improve training, and most importantly, continually strive to remove barriers for customers with disabilities.

Metro also has a Mystery Rider Program that evaluates how well Metro meets the needs of Limited English Proficiency (LEP) customers. Surveyors ride the system, visit Metro customer service centers and contact the call center to obtain information in multiple

languages. The surveyors are native speakers of the seven LEP languages identified in Metro’s 2019 Four-Factor Analysis: Armenian, Chinese, Japanese, Korean, Russian, Spanish and Vietnamese. The results are used by the Metro Office of Civil Rights & Inclusion to ensure staff is properly trained and is using the available tools to interact with LEP customers.

8.2 Quadrant chart

Future Customer Experience Plans will include a Quadrant Chart, which will array customer ratings and importance levels for approximately 40 aspects of service to identify pain points that are most important and most in need of improvement.

More important	TARGET ISSUES	
Less important		
	Aspects rated low	Aspects rated high

8.3 Worldwide best practice review

Future Customer Experience Plans will include examples of best practices from around the world.

8.4 Employee input

Metro employees from throughout the organization, including frontline workers, have important insights into customer experience issues and solutions. Future Customer Experience Plans will tap employees as an important source of information.

8.5 Focus on organizational culture and values

Every day, employees from throughout the organization have opportunities to impact the customer experience. When employees are committed to serving the community and providing good experiences

to riders, they are more likely to go the extra mile to make a difference. For example, an employee might stop to help out-of-towners figure out how to buy a TAP card, or a project manager overseeing new construction might decide to include a few extra benches or shade trees, a bus operator may greet customers as they board with a warm greeting, or a security officer may reunite a person experiencing homelessness with their family to help get them the assistance they need.

Customer experience can't just be a top down exercise. It requires a customer experience focus and culture at every level to be successful, and it requires that Metro's leadership and employees be able to see issues from a customer perspective, and ask themselves tough questions like "Is good, good enough?," and "how do we go the extra mile to really WOW people." It can't just be about designing services that are easy to deliver. The customer has to come first, and this requires a change in mindset.

To strengthen and expand a customer experience culture at Metro, an interdepartmental task force will be established to focus on hiring, training, coaching, recognition, listening to employees, modeling of customer experience attitudes by Metro leadership, riding the system to see what customers see, role mapping to ensure all employees understand how their job impacts the customer, bringing in outside experts to talk about Customer Experience, and establishing forums (possibly online) where customer-focused employees can connect, share tips, and support each other.

8.6 Broader range of customers

The focus of the *2020 Customer Experience Plan* is on Metro Bus and Metro Rail riders. Eventually though, Metro Customer Experience Plans will expand to cover additional modes of travel such as Microtransit, mobility on demand, bike share, or freeway services.

8.7 Focus on internal customer service

Future Customer Experience Plans will also expand to cover services provided between internal departments. This could help the organization become more effective and efficient in delivering programs, projects, and services to the public.

8.8 Surprise and delight

Future Customer Experience Plans may surprise and delight Metro customers with art, music, or giveaways when they least expect it. Stay tuned for future imaginative programs that distinguish Metro customer experience from all other transit agencies.

Call-Out box: Metro Art

Metro is recognized internationally for its innovative, award-winning public art expressing the vibrancy and spirit of our region and elevating the customer experience. As the County's cultural connector, Metro Art provides equitable access to arts and culture for our diverse ridership and engages artists and communities through a range of initiatives.

Volunteer docents provide free station art tours, sharing insights into artists backgrounds, inspirations and creative processes. These memorable guided discussions boost public perceptions of transit, promote rider etiquette and offer opportunities for discovery. Metro has been tracking participant satisfaction since project inception and reports a 99.9% satisfaction rate.

Recognizing the arts as a powerful way to bring people together and improve the quality of life for LA County residents and visitors, Metro’s Board of Directors recently directed staff to “Uplift the Human Spirit through Metro Art” and to include artists in the reimagining of transportation. This program will launch with Silver Linings, a new series of works by local artists centered around human connections to be featured on buses and trains. The Board allocated funds to commission a broad range of local artists, including musicians and dancers, to surprise, delight and inspire.



MacArthur Park, Urban Oasis (2010) by Sonia Romero, Westlake/MacArthur Park Station.

8.9 Focus on out-of-town visitors

Finally, future Customer Experience Plans will look at the needs of out-of-town visitors, and how to make the Metro system as accessible and user-friendly as possible. This will help Metro provide better connectivity to airports, and prepare for Los Angeles to be on the world’s stage as the host of the 2028 Olympics. It will also help local residents who are new to LA or new to the transit system access the system more easily.

9. Acknowledgements

Thank you to the Metro Board of Directors for initiating the Customer Experience Program at Metro with support from Chief Executive Officer Phil Washington and Chief of Staff Nadine Lee. This document was authored by Aaron Weinstein, Executive Officer for Customer Experience, with participation from over 100 staff:

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- Jim De La Loza – Chief Planning Officer
- Jim Gallagher – Chief Operations Officer
- Joanne Peterson – Chief Human Capital & Development Officer
- Jonaura Wisdom – Chief Civil Rights Officer and Interim Ethics Officer
- Joshua Schank – Chief Innovation Officer
- Karen Gorman – Inspector General
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- Bob Spadafora – Senior Executive Officer, Rail Fleet Services
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- Vanessa Smith – Interim Executive Officer, Customer Care

9. Appendix – Action Plan Recap

<p>7. Agency-Wide Recommendations</p>	<ol style="list-style-type: none"> 1. As the COVID-19 pandemic eases and revenues bounce back, Metro’s Office of Management and Budget (OMB) to ensure that all customer experience improvements in this Plan are considered for funding. See Figure 3 above for a menu of recommended investments to improve the customer experience. 2. By June 30, 2021, Metro’s Office of Management and Budget (OMB) to work with the Executive Officer for Customer Experience to ensure that responsible departments incorporate all 2020 Customer Experience Plan recommendations into the FY22 Comprehensive Agencywide Performance Evaluation (CAPE) system, and report progress quarterly. 3. By June 30, 2021, Human Capital & Development to work with the Executive Officer for Customer Experience to ensure that all 2020 Customer Experience Plan recommendations are incorporated into FY22 Individual Performance Plans (IPPs). 4. Metro to adopt modern user experience testing and set customer acceptance standards to ensure new and upgraded products and services improve the customer experience. By June 30, 2021, the Executive Officer for Customer Experience will inventory major customer facing initiatives – current and future, and work with the Chief Policy Officer to establish policies to and procedures to implement this recommendation.
<p>5.01 Metro Bus reliability</p>	<ol style="list-style-type: none"> 1. By January 15, 2021 Metro Operations to specify the Operator Assignment Ratio needed to meet the 1% cancelled assignment limit for consideration in the FY22 budget. See Agency-Wide Recommendations for budget requirement to move to a 1.25 OAR for example. 2. By March 1, 2021, Metro’s Office of Management and Budget (OMB) to establish a process for budget flexibility to move funding between categories (e.g. between authorized headcount, overtime and hiring bonuses) and to more nimbly add service as needed mid-year to meet ridership demand. This is especially important due to uncertainty about the pace of ridership restoration post-COVID-19. 3. By April 1, 2021, Metro Marketing and OEI to work with Customer Care to implement a short- term pilot program that quickly identifies customers impacted by a missed run or pass-up in real time, and offers them in real time a free ride code for an on-demand shared ride service. This should also meet the needs of people with disabilities, possibly through Access Services. This will help customers get where they are going on time, and show them that Metro truly cares about their well-being. See Agency-Wide Recommendations for budget requirement. 4. By June 30, 2021, Metro’s Bus Operator Task Force to develop options and recommendations for ways to meet the 1% cancelled assignment limit (subject to discussion with Metro labor representatives). Specific options to consider include: <ul style="list-style-type: none"> ○ Fast track hiring for licensed commercial drivers and former and current transit agency bus operators, and flexibility to hire them directly into full time positions

	<ul style="list-style-type: none"> ○ Bus operator applicants being able to shadow a bus operator for a day to see what the job entails ○ Continuous mentorship of bus operators for the first year, beyond the current three-week period, to improve retention ○ Possible milestone bonuses to boost retention (e.g. after two years of service) ○ Reevaluation of shift bidding and work rules to provide as much latitude as possible to more finely tailor extra board assignments to days and locations where the need is expected to be greatest based on historical patterns. The goal is to provide as much flexibility as possible to fill potential Missed Assignments on short notice when needed to avoid a missed run ○ Evaluation of improvements in working conditions to give bus operators the support they need for work/life balance ○ Evaluation of pooling some extra boards across divisions (which may require cross-training on different bus equipment and different routes), borrowing from rail extra boards or operations supervisors who have recent bus operating experience, or allowing part-time operators to cover assignments on short notice when there are no other options to avoid a cancelled assignment ○ Considering use of technology to give division markup staff more tools to fill assignments at the last minute. For example, look at software/apps used by school districts to quickly schedule substitute teachers to ensure all classrooms are covered <ol style="list-style-type: none"> 5. By June 30, 2021, the Better Bus Stops working group to work with Metro Bus Operations and Metro Stops and Zones to identify locations where inadequate lighting causes pass-ups, and provide recommendations on incentivizing municipalities to add lighting (or push-button beacons as used by Big Blue Bus in Santa Monica). 6. By May 1, 2021, Metro Operations to develop a plan for divisions to communicate revised pass-up procedures with each bus operator multiple times when COVID-19 dissipates, and confirm that each bus operator understands what is expected.
5.02 Accuracy of real-time info	<ol style="list-style-type: none"> 1. By February 1, 2021, the Real-time Information Team to develop a charter and clearly identify scope of work, schedule, budget, and roles and responsibilities to provide high quality real time information and predictions to Metro riders. 2. By February 1, 2021, the Real-time Information Team to develop a comprehensive set of metrics for monitoring major points of failure (including hardware, software, communication, and operating procedure issues), a plan for monitoring the metrics, and a procedure for escalating issues that cannot be quickly solved by the team members. 3. By March 1, 2021, Metro ITS to release a real-time vehicle position Application Programming Interface (API) feed compliant with the GTFS RT standard to help third-party apps and websites accurately predict Metro bus and train arrivals. 4. By June 30, 2021, to address operational changes that can occur such as detours and missed runs, the Real-time Information Team to work with Operations to develop required internal work flows and release a more accurate alerts API feed compliant with the GTFS RT standard, and

	<p>incorporate delay advisories prominently on the Metro website, apps, and real-time information digital displays.</p> <ol style="list-style-type: none"> By June 30, 2021, to improve dissemination of real time information, OEI, Countywide Planning, and Stops and Zones to test lower cost “e-paper” displays operated by solar panels, similar to what is currently being tested in London and Big Blue Bus in Santa Monica. By June 30, 2021, Marketing and Research to study technology habits of Metro riders and evaluate options to disseminate real-time information, including to riders without smartphones and people with disabilities.
5.03 Metro Bus frequency	<ol style="list-style-type: none"> By April 1, 2021, as part of the FY22 budget development, Metro Operations and OMB to update the rollout schedule for the NextGen phases based on ridership and revenue trends.
5.04 Bus stops	<ol style="list-style-type: none"> By March 1, 2021, the Better Bus Stop working group to finalize a system for prioritizing which bus stops receive amenities first, based on Equity Focus Communities, weekday bus boardings, wait time, urban heat, high collision areas, and the presence of schools, senior centers and other public facilities. The criteria will be developed in partnership with cities in the Metro service area. By April 1, 2021, the Better Bus Stop working group, in consultation with subregional stakeholders, to recommend bus stop improvements for potential inclusion in local return project plans and uses. By April 1, 2021, Metro Real Estate to finalize an agreement to dedicate a portion of possible new digital billboard revenue to fund bus stop improvements. By June 30, 2021, Metro’s OEI, Countywide Planning, Service Planning, and Office of Management and Budget to work with external fund sources, including local jurisdiction street furniture/advertising contracts, to develop a funding plan to provide seating and shade for at least 60% of Metro bus stops, along with low-cost solar lighting, new bus signs, real-time information, and low-cost seating. By Dec 31, 2021, Stops and Zones and Community Relations to work with municipalities to test inviting neighborhoods and businesses to adopt bus stops, as done in other cities. By Dec 31, 2021, the Better Bus Stops working group, Stops and Zones, Customer Relations, and Community Relations to work with the City of LA and at least two other cities in the Metro service area to formalize policies and procedures to keep bus stop areas clean, to address homelessness, and to develop a system to invite bus riders to report bus stop issues.
5.05 Ease of payment	<ol style="list-style-type: none"> By June 30, 2021 TAP to seek authorization to distribute at least 100,000 additional free cards to areas with low TAP use, and consider new incentives to use TAP instead of cash. Additionally, it is recommended that Metro have ambassadors with iPads assist riders in low TAP use areas with registering their TAP cards so that users enjoy balance protection, gain a sense of ownership of their TAP card, and get familiar with the convenient taptogo.net website. By January 31, 2021, as part of the midyear budget process, OMB to revisit local programming budget limits that discourage LIFE program growth.

	<p>3. By March 1, 2021, OEI to organize focus groups or phone interviews with cash-paying and non-smartphone transit riders to better assess their needs and inform the LIFE discount campaign.</p> <p>4. By April 1, 2021, LIFE program to work with Metro Marketing, Customer Care, and municipal transit agencies and other TAP partners to review procedures and eligibility requirements, such as a government issued photo ID requirement, and further improve the ease of applying. This review should also evaluate ways to enable quick third-party validation of eligibility based on eligibility for other government aid programs.</p> <p>5. By June 30, 2021, Metro Marketing to launch a new campaign to publicize LIFE discounts and the easier application process.</p> <p>6. By June 30, 2021, TAP to prepare a strategy and expedited schedule to power third-party payment.</p>
5.06 Speed	<p>1. By February 1, 2021, the Better Bus team in conjunction with the City of LA to finalize the next round of bus-only lane improvements to continue the momentum from successes in 2020.</p>
5.07 Crowding	<p>1. While Metro cannot guarantee social distancing on all routes at all times, Metro will introduce a new service configuration in December 2020 that is expected to increase social distancing on targeted bus routes during the COVID-19 pandemic. This is expected to reduce the 10% of bus runs that exceed the temporary average daily load factor measure of 0.75 (a temporary change from the usual 1.3 standard due to COVID-19) to 3% or less based on current ridership levels.</p> <p>2. By December 1, 2021, Metro Operations to engage a research center or consultant to conduct best practices research on headway management, and consider pilot testing headway management along Tier I service in 2022. See Agency-Wide Recommendations for budget requirement for the research phase.</p>
5.08 Personal security	<p>1. By February 1, 2021, Metro SSLE and Marketing to jointly set an ambitious goal for Metro Transit Watch market penetration. It is also recommended that, in addition to promoting the Metro Transit Watch app, communication campaigns widely publicize the 213-788-2777 text number (for people with phones that do not accommodate apps). See Agency-Wide Recommendations for budget requirement.</p>
5.09 Homelessness	<p>1. By April 1, 2021, Metro to pilot test a flexible dispatch concept whereby Metro responds to safety and security issues on the system by dispatching appropriate staff: from homeless outreach or mental health workers to unarmed security ambassadors or law enforcement as the situation demands. See Agency-Wide Recommendations for budget requirements.</p> <p>2. By July 1, 2021, SSLE to expand and enhance homeless outreach teams including on-call nursing, mental health and addiction services; temporarily provide emergency short term shelter pending more housing from local and regional partners (see recommendations 3 and 4 below); test using unarmed security ambassadors to fill gaps in terminus station assistance and intercede with people who are experiencing homelessness on Metro to get them the help they need; and initiate regular, statistically valid counts to gauge results. See Agency-Wide Recommendations for budget requirements. Note Metro's</p>

	<p>approach to homelessness is subject to change based on input from a new Transit Public Safety Advisory Committee that will begin advising Metro in 2021.</p> <p>3. By January 31, 2021, Metro Government Relations to initiate work with other transit agencies in California to request that a portion of existing and new sources of local, regional, and State homelessness funding be earmarked for transit homeless outreach teams, housing and services.</p> <p>4. By April 1, 2021, Metro Community Relations to initiate work with local and regional partners to provide more shelter and housing to help Metro towards reducing homelessness on the system by at least 50%.</p>
5.10 Cleanliness	<p>1. By June 30, 2021, Metro Operations to evaluate opportunities and funding requirements to provide facilities and equipment to enhance the productivity, working conditions, and effectiveness of custodians and service attendants.</p> <p>2. By June 30, 2021, Metro Real Estate to provide a report that summarizes efforts to work with neighboring property owners to clean up trash near the Metro right of way, and collaborate with Operations, SSLE, and Community Relations to implement strategies to address outstanding issues.</p> <p>3. By June 30, 2021, Metro Operations and System Security and Law Enforcement (SSLE) to implement an elevator attendant pilot program similar to the successful program at BART to deter crime, human waste and drug use in elevators, and make them safe and pleasant for seniors, people with disabilities, travelers with luggage, and others. See Agency-Wide Recommendations for budget requirement.</p> <p>4. By June 30, 2021, Metro Operations to resume vinyl seat transition. See Agency-Wide Recommendations for budget requirement.</p>



Metro

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

Board Report

File #: 2018-0614, **File Type:** Motion / Motion Response

Agenda Number:

REGULAR BOARD MEETING JUNE 28, 2018

Motion by:

**GARCETTI, KUEHL, BONIN AND GARCIA
AS AMENDED BY BARGER**

Related to Item 38: **NEXTGEN BUS STUDY SERVICE PARAMETERS**

MTA should strive to deliver the best customer experience of any public transit provider in America.

MTA's customers should be able to easily and conveniently access MTA services and data and feel assured that their transit trip will be fast, convenient, and reliable.

Additionally, MTA's customers should feel that MTA actively cares about their experience. MTA's customers should see a proven, constant, and continuous effort by MTA to improve the experience of using MTA's services.

Furthermore, MTA must demonstrate that its services are superior to alternatives.

The Ad Hoc Customer Experience Committee was formed to ensure that MTA was focused on these issues.

Since July, the ad hoc committee has met six times. The committee has examining a wide range of issues, including quality bus service, station cleanliness, TAP, pass programs, real-time data, service interruptions, marketing, Customer Care, system accessibility, and the causes of MTA's recent ridership trends.

In the coming fiscal year, the duties of the Ad Hoc Customer Experience Committee will transition to the Operations Committee.

However, as MTA continues important customer experience initiatives, especially the NextGen Bus Study, it is important that the Board remain engaged on customer experience issues.

Additionally, as MTA advances the NextGen Bus Study, it is appropriate for the Board to provide policy direction on the highest priorities for the future restructuring of the MTA bus network.

SUBJECT: MOTION BY GARCETTI, KUEHL, BONIN AND GARCIA

NEXTGEN BUS STUDY SERVICE PARAMETERS

WE THEREFORE MOVE THAT the Board:

- A. Rename the System Safety, Security and Operations Committee to the Operations, Safety, and Customer Experience Committee;
- B. Endorse Travel Speed, Service Frequency, and System Reliability as the highest priority service parameters to guide the work of the NextGen Bus Study;

WE FURTHER MOVE that the Board direct the CEO to:

- C. Develop customer experience key performance indicators (KPIs) within Operations, Communications, Information & Technology Services, TAP, System Security and Law Enforcement, and other functional areas of MTA to regularly report on the status of the system, transit service, and the transit service environment;
- D. Develop an Annual Customer Service and Experience Plan, including but not limited to improvements planned and desired for:
 - 1. KPIs developed under section C. above
 - 2. The status of Customer Service & Experience projects
 - 3. Key accomplishments, objectives, and challenges in Customer Service and Customer Experience for the following budget year
 - 4. Key accomplishments, objectives, and challenges in transit service marketing for the following budget year
 - 5. The CEO's Ridership Initiatives, including the Customer Experience Strategist (Board File 2018-0365);
- E. Report back to the Operations Committee on all the above in 120 days.

BARGER AMENDMENT: continue to seek input and feedback on priorities from NextGen working groups and relevant community stakeholders.



Board Report

File #: 2018-0668, **File Type:** Motion / Motion Response

Agenda Number: 33.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 21, 2019

SUBJECT: CUSTOMER EXPERIENCE MOTION 38.1 RESPONSE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the status update for Motion 38.1 about the customer experience program.

ISSUE

On June 21, 2018, the Board of Directors (Board) approved Motion 38 by Directors Garcetti, Kuehl, Bonin and Garcia (Attachment A), requesting staff to:

- A. Rename the System Safety, Security, and Operations Committee to the Operations, Safety, and Customer Experience Committee;
- B. Endorse Travel Speed, Service Frequency, and System Reliability as the highest priority service parameters to guide the work of the NextGen Bus Study;
- C. Develop customer experience key performance indicators (KPIs) within Operations, Communications, Information & Technology Services, TAP, System Security and Law Enforcement, and other functional areas of MTA to regularly report on the status of the system, transit service, and the transit service environment;
- D. Develop an Annual Customer Service and Experience Plan, including but not limited to improvements planned and desired for:
 - 1. KPIs developed under section C
 - 2. The status of the Customer Service & Experience projects
 - 3. Key accomplishments, objectives and challenges in Customer Service and Customer Experience for the following budget year
 - 4. Key accomplishments, objectives and challenges in transit service marketing for the following budget year
 - 5. The CEO's Ridership Initiatives, including the Customer Experience Service Strategist

BACKGROUND

The Customer Experience Committee was established from July 2017 through June 2018 to ensure that Metro services, projects and programs continue to be developed with a focus on the customer. An internal customer experience working group, with representatives from Operations, Security, OEI,

IT, Communications, TAP and the Office of the CEO was formed to develop, track and monitor progress on Metro projects and initiatives focused on positively impacting customer service, experience and ridership.

DISCUSSION

Committee Renaming

Per the Board's directive, in July 2018 Metro staff renamed the System Safety, Security, and Operations Committee to the Operations, Safety, and Customer Experience Committee.

Service Parameters for NextGen

In October 2018, Metro staff provided an update on the NextGen Bus Study (NextGen Update: Transit Competitiveness and Market Potential; File ID: 2018-055; Attachment B) that provided information on transit competitiveness and market potential for bus trips. In that update, Metro staff explained that the transit journey consists of both on-board time and walk/wait time at the bus stop. For short trips, the walk/wait time, as part of the total trip is a larger factor to the customer. This can be mitigated with higher service frequencies for the local trips. In addition, reliability is critical for reducing wait time, both in terms of schedule adherence and more reliable real time information on next bus arrival times which helps reduce the perceived wait time (generally twice as long as actual) back to reality. For longer trips, on-board trip times are more critical to the customer and therefore warrant more attention on travel speed. For this reason, NextGen applies speed, frequency, and reliability in a more nuanced way to address customer travel needs.

The recommendations coming out of NextGen are expected to focus on the following travel markets to better meet the customer needs in LA County:

- 1) Metro should continue to serve the commute market, usually longer distance trips during weekday peak hours to major employment centers. This market requires faster on board travel times with more direct service.
- 2) Metro should restructure to better serve the shorter distance, non-commute market which accounts for nearly 50% of total LA County trips. This market requires a high frequency network of routes to reduce wait and transfer times throughout the late morning, midday into the evening, and on weekends when most workers, residents and visitors need access to local jobs, service, shopping, and regional attractions.
- 3) Areas and times of day that does not have the demand for frequent fixed route service, but require basic mobility for many residents can be better served with flexible or on demand services.

The areas for improvement within these three travel markets will be selected based on a data driven analysis and extensive public outreach. Staff will return in April 2019 with recommendations on service concepts for consideration by the board.

Annual Customer Service and Experience Plan

Initiative 2.3 of Metro's Vision 2028 Strategic Plan commits Metro to dedicating staff resources to oversee customer experience and developing a comprehensive approach for improving customer satisfaction. Vision 2028 goes on to describe the following specific initiatives:

- Develop a unifying vision and strategy for enhancing the customer's experience,

- Improve customer journey and touch points, and
- Use data analytics to benchmark and measure system performance in meeting customer satisfaction targets.

The response to parts **(C)** and **(D)** of Board motion 38.1 will be directly aligned with Initiative 2.3 so that its execution will help to accomplish Vision 2028 Goal 2, “Deliver outstanding trip experiences for all users of the transportation system.”

The Customer Service and Experience Plan (Plan) will cover the components described below that were requested in Board motion 38.1. It should be noted that this Plan is part of a continuous improvement process, and as such, it is a work in progress. This Board report marks the beginning of what staff anticipates to be a comprehensive and impactful customer experience strategy as promised in the Vision 2028 plan.

Key Performance Indicators

Metro staff will follow the principles of continuous process improvement to establish a comprehensive customer service and experience practice throughout the organization. As part of the Plan, staff have developed an initial list of customer experience key performance indicators (KPIs; Attachment C) that will improve customer touch points for Metro’s services. Starting with this preliminary list, staff will consult a number of additional sources, including results from our most recent Customer Satisfaction Survey and examples from some of the highest performing transit agencies and operators in the world (MTR Corporation, Singapore Land Transport Authority, Japan Railway Company, and Transport for London) to further expand and develop these metrics. High-level categories include convenience, ease-of-use, comfort, security, and customer care. Each category will expand into additional subcategories, providing further detail on metrics that will address customer pain points.

Status of Customer Service & Experience Projects

Per Motion 38.1, the Plan will include the status, accomplishments, objectives and challenges of Customer Service and Experience projects, beginning with the CEO Ridership Initiatives that were introduced to the Board in May 2018. The first progress report for the CEO Ridership Initiatives is provided in Attachment D to this report. Additional projects that address customer experience will be added as they are launched and removed when complete.

Transit Service Marketing and Communications

Similar to the status of the customer experience projects, the Plan will also address efforts to improve communications with customers on any number of topics that will make customer trips easier, including new services, closures, schedules, etc. Metro staff will strive to identify new ways to engage customers to improve the transit system and services for everyone.

Customer Experience Culture

The Plan will also address staff resources and training needed to accomplish the customer experience goals as described in both the Board Motion 38.1 and Vision 2028. As a first step, Metro staff are developing the roles and responsibilities for a Customer Experience Strategist position to lead and manage the customer experience program agency-wide. This will include the oversight of

the Plan elements. This position is expected to report to the CEO's office to ensure the appropriate level of integration across all Metro departments.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have a positive impact on the safety of our customers and employees.

FINANCIAL IMPACT

All costs relative to Metro Customer Experience Plans, project and programs will be approved during the regular budget process and Department project managers will be responsible for budgeting any future Customer Experience projects and programs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 2) Deliver outstanding trip experience for all users of the transportation system.

NEXT STEPS

Staff will provide an update to the Board in FY19 Q4 to provide more detail on the Customer Service and Experience Plan. The Plan will provide the framework for the performance metrics, staffing, budget, and status updates for the customer experience initiatives outlined in motion 38.1 and Metro Vision 2028.

ATTACHMENTS

Attachment A - Motion 38.1 - NextGen Bus Study Service Parameters

Attachment B - NextGen Update: Transit Competitiveness and Market Potential; File ID: 2018-0555

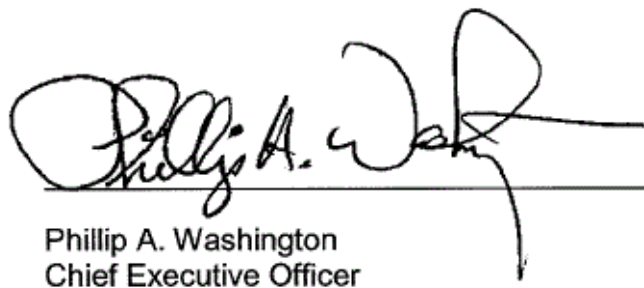
Attachment C - Customer Experience Key Performance Indicators

Attachment D - CEO Ridership Initiatives Progress Report, July 1, 2018-January 31, 2019

Prepared by: Nadine Lee, Interim Chief of Staff, (213) 922-7950

Conan Cheung, Senior Executive Officer, Operations Service Development, Scheduling & Analysis, (213) 418-3034

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer



Metro

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

Board Report

File #: 2018-0614, **File Type:** Motion / Motion Response

Agenda Number:

REGULAR BOARD MEETING JUNE 28, 2018

Motion by:

**GARCETTI, KUEHL, BONIN AND GARCIA
AS AMENDED BY BARGER**

Related to Item 38: **NEXTGEN BUS STUDY SERVICE PARAMETERS**

MTA should strive to deliver the best customer experience of any public transit provider in America.

MTA's customers should be able to easily and conveniently access MTA services and data and feel assured that their transit trip will be fast, convenient, and reliable.

Additionally, MTA's customers should feel that MTA actively cares about their experience. MTA's customers should see a proven, constant, and continuous effort by MTA to improve the experience of using MTA's services.

Furthermore, MTA must demonstrate that its services are superior to alternatives.

The Ad Hoc Customer Experience Committee was formed to ensure that MTA was focused on these issues.

Since July, the ad hoc committee has met six times. The committee has examining a wide range of issues, including quality bus service, station cleanliness, TAP, pass programs, real-time data, service interruptions, marketing, Customer Care, system accessibility, and the causes of MTA's recent ridership trends.

In the coming fiscal year, the duties of the Ad Hoc Customer Experience Committee will transition to the Operations Committee.

However, as MTA continues important customer experience initiatives, especially the NextGen Bus Study, it is important that the Board remain engaged on customer experience issues.

Additionally, as MTA advances the NextGen Bus Study, it is appropriate for the Board to provide policy direction on the highest priorities for the future restructuring of the MTA bus network.

SUBJECT: MOTION BY GARCETTI, KUEHL, BONIN AND GARCIA

NEXTGEN BUS STUDY SERVICE PARAMETERS

WE THEREFORE MOVE THAT the Board:

- A. Rename the System Safety, Security and Operations Committee to the Operations, Safety, and Customer Experience Committee;
- B. Endorse Travel Speed, Service Frequency, and System Reliability as the highest priority service parameters to guide the work of the NextGen Bus Study;

WE FURTHER MOVE that the Board direct the CEO to:

- C. Develop customer experience key performance indicators (KPIs) within Operations, Communications, Information & Technology Services, TAP, System Security and Law Enforcement, and other functional areas of MTA to regularly report on the status of the system, transit service, and the transit service environment;
- D. Develop an Annual Customer Service and Experience Plan, including but not limited to improvements planned and desired for:
 - 1. KPIs developed under section C. above
 - 2. The status of Customer Service & Experience projects
 - 3. Key accomplishments, objectives, and challenges in Customer Service and Customer Experience for the following budget year
 - 4. Key accomplishments, objectives, and challenges in transit service marketing for the following budget year
 - 5. The CEO's Ridership Initiatives, including the Customer Experience Strategist (Board File 2018-0365);
- E. Report back to the Operations Committee on all the above in 120 days.

BARGER AMENDMENT: continue to seek input and feedback on priorities from NextGen working groups and relevant community stakeholders.



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Los Angeles, CA

Board Report

File #: 2018-0555, **File Type:** Informational Report

Agenda Number: 36.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 18, 2018**

SUBJECT: NEXTGEN UPDATE: TRANSIT COMPETITIVENESS AND MARKET POTENTIAL

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE an update on NextGen transit competitiveness and market potential information.

ISSUE

On June 28, 2018, the Board of Directors approved Motion 38.1 in relation to Item 38: NextGen Bus Study Service Parameters. The Motion directed the NextGen Bus Study to endorse travel speed, service frequency, and system reliability as the highest priority service parameters to guide the work of the project. With these service parameters defined, this report responds with detailed findings on where these service parameters fit as Metro seeks to prioritize service concepts in the next phase of the project.

BACKGROUND

The goal of the NextGen Bus Study is to design a new bus network that is more relevant, reflective of, and attractive to the residents of LA County. Since 2014, Metro has seen a decline in bus ridership around 20%. This is consistent with many transit agencies across the nation. There are a number of potential explanations for the ridership decline, so it is important to fully understand these issues, particularly as it relates to the diverse needs of LA County.

While Metro's bus network carries over 70% of combined Metro bus and rail ridership, the bus network has not seen major changes in over 25 years. Today, there are more people, more places to go, and more ways to get there. As a result, Metro's bus network has fallen out of alignment with the way people need to travel today.

DISCUSSION

The NextGen Bus Study seeks to improve the bus network for current, former and potential customers. While it is critical to examine the data, it is important to engage with the community and

understand their preferences. As a result, the project has completed a robust campaign of outreach to date.

- 113,000 Multi-lingual Take Ones
- 350,000 Database Contacts
- 30+ Community Based Organization, Faith-Based & Community Events/Presentations
- 25+ Regional Service Council Presentations
- 18+ Community Pop-Up Events
- 10 Rap Sessions with Bus Divisions
- 3 Working Group Meetings
- 3 Customer Care Focus Group Sessions
- 2 Da Vinci High School Student Workshops
- 2 Telephone Town Halls
- 2 Technical Advisory Committee Meetings
- 2 Internal Working Group Meetings

The NextGen Bus Study has determined that there are four types of riders.

- 7% Frequent (ride 3-4 times per week)
- 22% Occasional (ride 2-3 times per month)
- 55% Infrequent (ride 1-2 times per year)
- 16% Non-Rider

While the number of frequent riders only accounts for 7% of all LA County residents, frequent riders represent 80% of all Metro bus boardings. However, the frequent rider base has been declining, as there are a number of publicized factors for this, including affordable car loans, more reliable cars, ease of getting a driver's license, rideshare expansion, and displacement. This means that every frequent rider lost accounts for 2-3 times loss in ridership. The question becomes whether it is prudent to continue prioritizing a shrinking ridership base or explore emerging markets which may have different travel preferences.

According to the Metro Customer Survey conducted in 2017, 31% of current riders stated that their main reason for riding for convenience. Some other positive attributes included not wanting to drive in traffic, good for the environment, and cheaper than parking. Primary improvements desired among current riders were more frequent and reliable service. When compared with Non-Riders, their main reason for not riding is because the bus is too slow from traffic and too many transfers. However, both current riders and non-riders agree that the most important service parameters Metro should focus on are being fast, frequent and reliable. This is consistent with the service parameters outlined in Motion 40.1.

With existing levels of service, Metro cannot be fast, frequent and reliable along every corridor, all day and everyday. Therefore, policy choices must be made to prioritize where and when it makes sense to implement these parameters.

While many people perceive the Metro bus network to not go where people want to travel, the Metro system in fact covers 85% of all trips in LA County. In many cases, however, these trips are not time competitive with other options. The study examined transit speed competitiveness by using a combination of TAP data and cell phone, location-based data to learn where and when people wanted to travel for both transit and non-transit trips. These trips were then calculated through trip planners to compare travel times and establish which markets are compatible for transit. The analysis revealed that transit can be competitive with other trips so long as it does not take more than twice as long as driving.

A transit journey generally consists of two components, the walk/wait time at the bus stop, then the on-board time as the bus is traveling. These two factors make up total transit travel time. For short trips, the walk/wait time is more critical to riders, as studies show the perception of wait time can be 2 -3 times the actual time. For longer trips, the on-board time becomes more critical, as riders spend the majority of time traveling on the bus as opposed to waiting at a bus stop. This reveals that to be competitive for short trips, frequency is critical for minimizing the walk/wait time. To be competitive for long trips, travel speed is critical for minimizing the on-board time. Travel speed can be improved by a number of strategies, including dedicated bus lanes, transit signal priority, and bus stop consolidation.

Today, Metro captures the greatest market share on long distance riders traveling over 10 miles. However, the overall market for long distance trips, whether transit or non-transit, represents only 16% of total trips taken in LA County. The largest amount of total trips are within a shorter distance of 1-5 miles, representing 46% of total trips taken in LA County. If Metro can match it's transit share of this 1-5 mile segment with the long distance segment, bus ridership would increase by 500,000 trips.

In order to address the large, short distance trip market, Metro must understand when, where and why these trips generally occur. Short trips serve a variety of purposes, including workers traveling to a local business, single mothers running errands with children, and people traveling for dining or entertainment. These trips all share a similar attribute that the travel occurs primarily during the midday and evening period. This is in contrast to the long distance, commute trips which tend to be during the morning and evening rush hour, focused on major employment centers. As a result, while Metro service currently serves the morning and evening commute trips well, there are missed opportunities for midday and late evening travel when many short distance, non-commute trips are being made.

In summary, there are two areas where Metro should focus on to better meet the needs of LA County travel. First, Metro should build on its success of long distance, commute trips by improving on-board travel times. Second, Metro should enter the short distance, non-commute market where nearly 50% of total LA County trips are made by improving frequencies to reduce wait time at bus stops. These areas for improvement will be selected based on a data driven analysis and extensive public outreach.

DETERMINATION OF SAFETY IMPACT

The recommended action of improving on-board travel times and service frequencies will enhance Metro's ability to provide service that is safe and reliable.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals: Provide high-quality mobility options that enable people to spend less time traveling. Deliver outstanding trip experiences for all users of the transportation system. Enhance communities and lives through mobility and access to opportunity. Provide responsive, accountable, and trustworthy governance within the Metro organization. This project will improve safety, service, and reliability in an effort to provide a world-class transportation system that enhances quality of life for all who live, work, and play within LA County.

ALTERNATIVES CONSIDERED

The fulfillment of this project could be accomplished through maintaining the existing bus network. For this project, staff does not recommend this approach. Staff asserts that there are distinct advantages to Metro in better responding to meet the needs of where, when and why people travel in LA County today. As a result, Metro expects bus ridership to improve both in quantity and quality.

NEXT STEPS

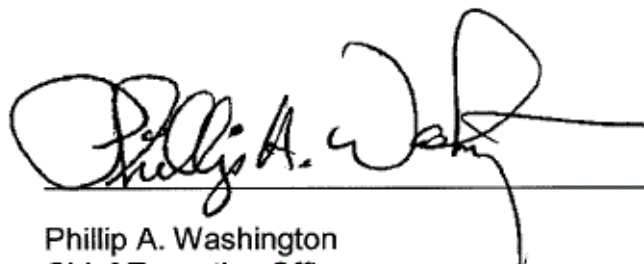
Staff will continue working with the NextGen Working Group to prioritize service concepts, then return to the Board in January 2019 with a recommendation on service concepts. If approved, staff will begin translating service concepts into line-by-line improvements for service changes starting in December 2019 and continuing through June 2020.

ATTACHMENTS

Attachment A - NextGen FAQ

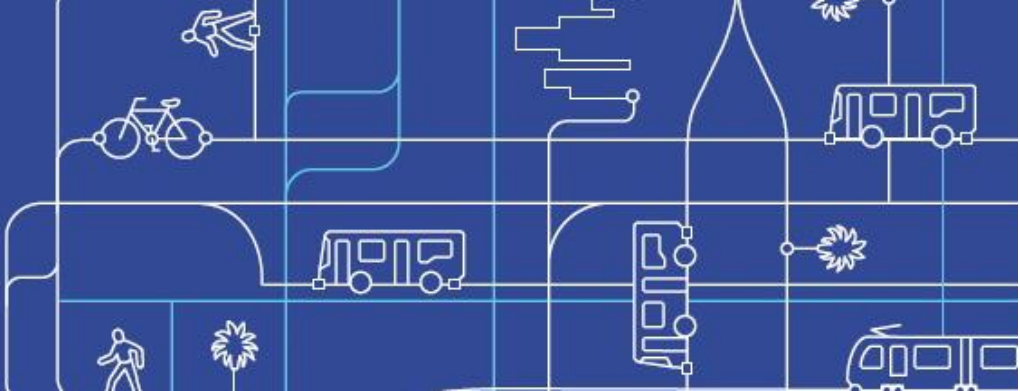
Prepared by: Stephen Tu, Sr. Manager, Operations, (213) 418-3005
Conan Cheung, Sr. Executive Officer, Operations, (213) 418-3034

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

NEXTGEN Bus Study



NextGen Bus Study: Frequently Asked Questions

OVERVIEW

1) What is the NextGen Bus Study?

Metro has set out to design a new bus network that is more relevant, reflective of, and attractive to the residents of LA County. We believe this redesigned network will improve service to current riders, attract a new generation of users and win back past customers. The NextGen Bus Study consists of four steps. At each stage, the public will be encouraged to actively participate and provide informative and valuable input.

2) Why is Metro doing this now?

Simply put, the bus network in LA County carries over 70% of Metro customers but has not had a major overhaul in 25 years. Since that time, our county has evolved dramatically. Over a million residents have been added, transforming many local communities with new travel patterns. The Metro Rail system was just beginning 25 years ago, but now LA County has 105 miles of service and service will continue to grow steadily over the next 25 years. In addition, with new transportation options like ride hailing apps and bike share, it is important that our bus system integrates with all the ways Angelinos travel today, with flexibility built in for the future.

3) When is the NextGen Bus Study happening?

The NextGen Bus Study began in Spring 2018 and is estimated to take 18 months to be completed.

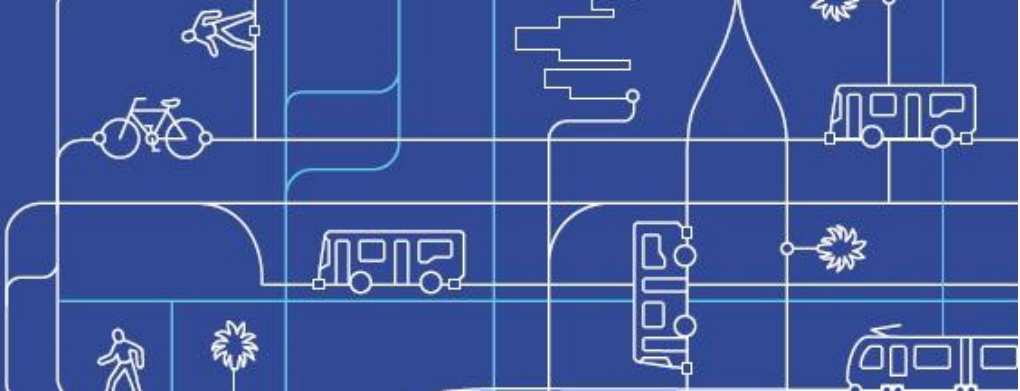
4) When will the NextGen Bus Service Plan be implemented?

Bus service changes will be implemented starting in Fall 2019.

5) Will the NextGen Bus Study result in minor adjustments to the current bus network or truly redesign the system with a “clean slate approach”?

The goal of the NextGen Bus Study is to create an attractive and competitive world-class bus system. To achieve this goal, all aspects of Metro bus service are on the table for study, including speed, distance, frequency, time of day, reliability as well as quality of service and safety. Some of the most heavily traveled lines, e.g. Vermont Ave., Western Ave., Ventura Blvd., may not see major changes, but may be modified to provide better connections to other routes and services. Public input along with the technical evaluation of travel data will inform the extent of the changes.

NEXTGEN Bus Study



COORDINATION WITH OTHER STUDIES/SERVICE PROVIDERS

6) How is the NextGen Bus Study integrating with Metro’s Bus Rapid Transit (BRT) Vision and Principles Study?

The BRT Vision and Principles Study will establish and build consensus on a clear vision, goals and objectives for the BRT system and develop guidance on the design of the BRT network. It will also facilitate the identification and prioritization of future BRT candidate corridors. The NextGen Bus Study will coordinate and share data with the BRT study team in order to improve bus speeds and maximize Metro’s investment in future BRT corridors. Data to be shared includes travel demand data, identification of congested corridors, and auto vs. transit travel time ratios for major travel corridors, which will assist the BRT study with the identification and prioritization of the first decade Measure M BRT project, which has an expected opening date of FY 2022-2024. In addition, the NextGen Bus Study will develop short term recommendations for “hot spot” speed and reliability improvements on major transit corridors based on guidelines, which will further help guide BRT investment.

7) How is the NextGen Bus Study integrating with future Metro Rail/BRT capital projects?

The NextGen Bus Study is focusing on a 10-year horizon (2030). Therefore, all rail lines under construction, including Crenshaw/LAX, Regional Connector, and Westside Purple Line Extension Phase 1, 2, 3, are assumed as part of the existing transit infrastructure. In addition, future projects currently in the planning stage and expected to be under construction within the next 10 years will be considered in route planning and scheduling decisions, including the East San Fernando Valley Transit Corridor, Sepulveda Transit Corridor Project, West Santa Ana Branch Transit Corridor, Gold Line Foothill Extension Phase 2B to Claremont, Green Line Torrance Extension, Vermont Corridor BRT, North Hollywood to Pasadena Transit Corridor BRT, and North San Fernando Valley Transit Corridor BRT.

8) How is the NextGen Bus Study integrating with the MicroTransit Pilot Project and Mobility on Demand Grant Program?

The Mobility on Demand Program and the MicroTransit Pilot Projects will be integrated into the network once they have been implemented. The NextGen Bus Study will account for these during the study process.

9) Will bus service provided by the LA County municipal transit operators also be included in the NextGen Bus Study?

Through the NextGen Bus Study, we are taking a holistic approach to the LA County bus system that does not look at Metro alone but instead leverages all resources, including municipal operators.

The NextGen Bus Study and the Long Range Transportation Plan (LRTP) are already integrating in terms of coordinated public outreach efforts and travel demand data sharing. The LRTP has many components, but the portion on future bus system operations will be structured around the findings and outcomes from the NextGen Bus Study, along with other Metro policies and programs. This includes a thorough examination of how the system can best function in future decades based on what NextGen tells us about Metro's current system, combined with other forecasts about future regional growth, and how to ensure the bus infrastructure is funded and maintained in a constant state of good repair. This is a sequential coordination with each phase informing the next.

11) Will the NextGen Bus Service Plan be constrained to the 7 million service hours currently available?
The initial assumption of the NextGen Bus Study is to develop a service plan within the range of 7 million service hours, plus or minus 10 percent (6.3 million to 7.7 million hours). However, this does not preclude Metro from developing a service plan that exceeds this range should the benefits justify any tradeoffs to other Metro projects and programs.
12) How will fares be affected?
The NextGen Bus Study is a study of the bus system; fares are not being considered as part of this effort.

13) Will there be further opportunities for public input on the NextGen Bus Study?

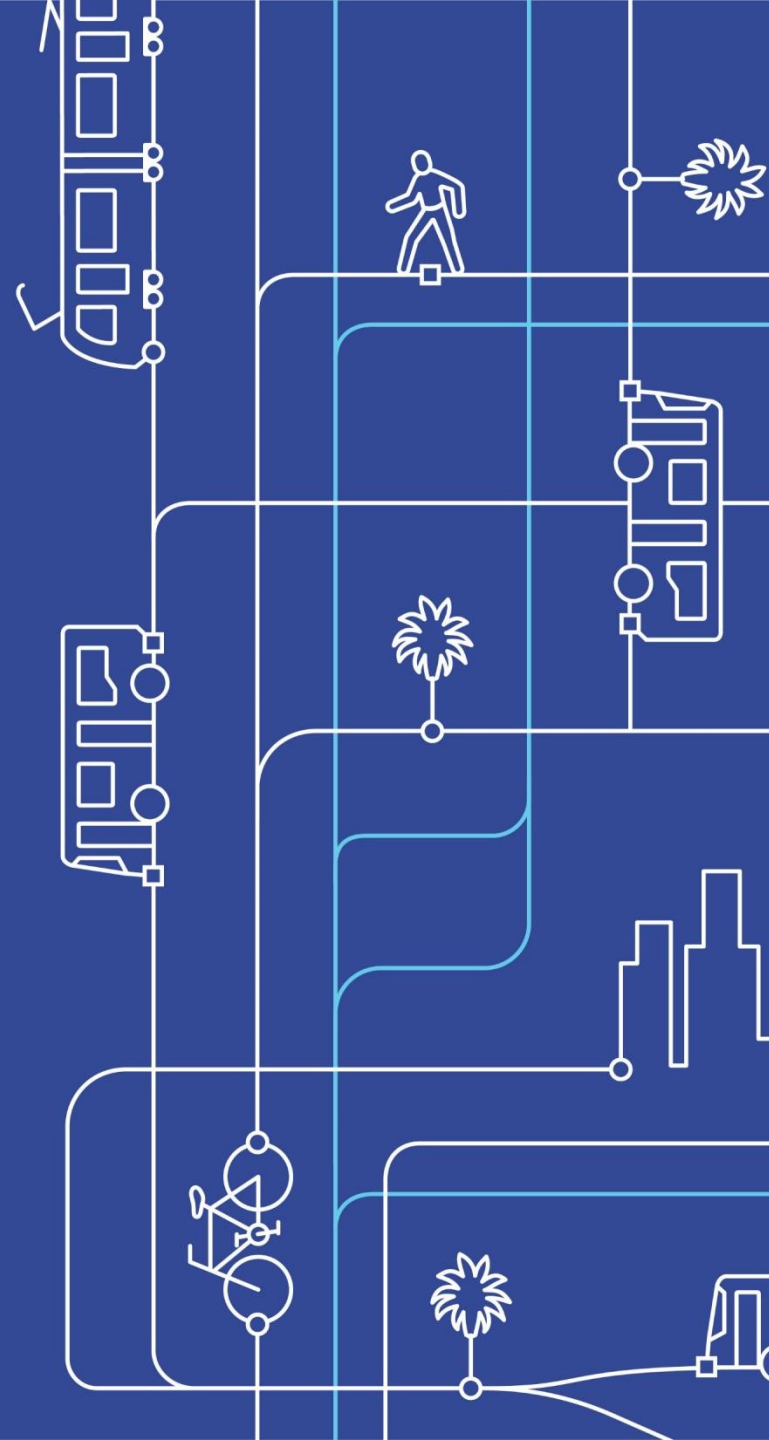
Yes. Public engagement is critical to the success of the NextGen Bus Study and Metro is actively soliciting input. Here are some of the current and upcoming opportunities:

- Help Metro rank and prioritize bus service characteristics with our online engagement tool: <https://nextgen.metroquest.com>.
- Attend a public meeting in November 2018 - visit www.metro.net/nextgen for more details.
- Email your thoughts or request a presentation for your organization by contacting Robert Cálix at nextgen@metro.net.

NEXTGEN Bus Study

Transit Competitiveness and Market Potential

Operations, Safety, and
Customer Experience Committee
Executive Management Committee
10.18.18



Study Process

SPRING/SUMMER 2018

FALL 2018/WINTER 2019

SPRING/SUMMER 2019

FALL 2019/WINTER 2020

Step 1

Market Demand and Travel Patterns, Existing Service Evaluation

Project awareness and listening to what the market tells us about how we travel, evaluate how existing bus service relates to the needs of the rider.

Step 2

Policy Choices for Service (or Market) Priorities, Service Characteristics, and Network Design

Policies to develop potential bus service priorities to better meet the needs of the rider.

Step 3

Service Design Guidelines and Route/Schedule Changes

Redesign new routes and schedules based on guidelines and parameters reflecting the adopted Policy Choices.

Step 4

Implementation and Marketing

Implement new routes and schedules that reflect the way people travel today. Market the new services to existing, former, and non-riders through education and information sharing tools.



Continuous public engagement

Telephone Town Hall Meetings



Community Pop-up Events

Community Based Organization Briefings



Service Council/Board Briefings



Community Pop-up Events



Working Group & Stakeholder Briefings

Public Meetings & Webcasts



Service Council/Board Briefings

Metro Board Approval



Telephone Town Hall Meetings



Muni Operators & Local Jurisdictions Collaboration

Formal Public Hearings



Service Council/Board Briefings



Marketing & Messaging



Community Pop-up Events



Public Meetings & Webcasts

Service Council/Board Briefings

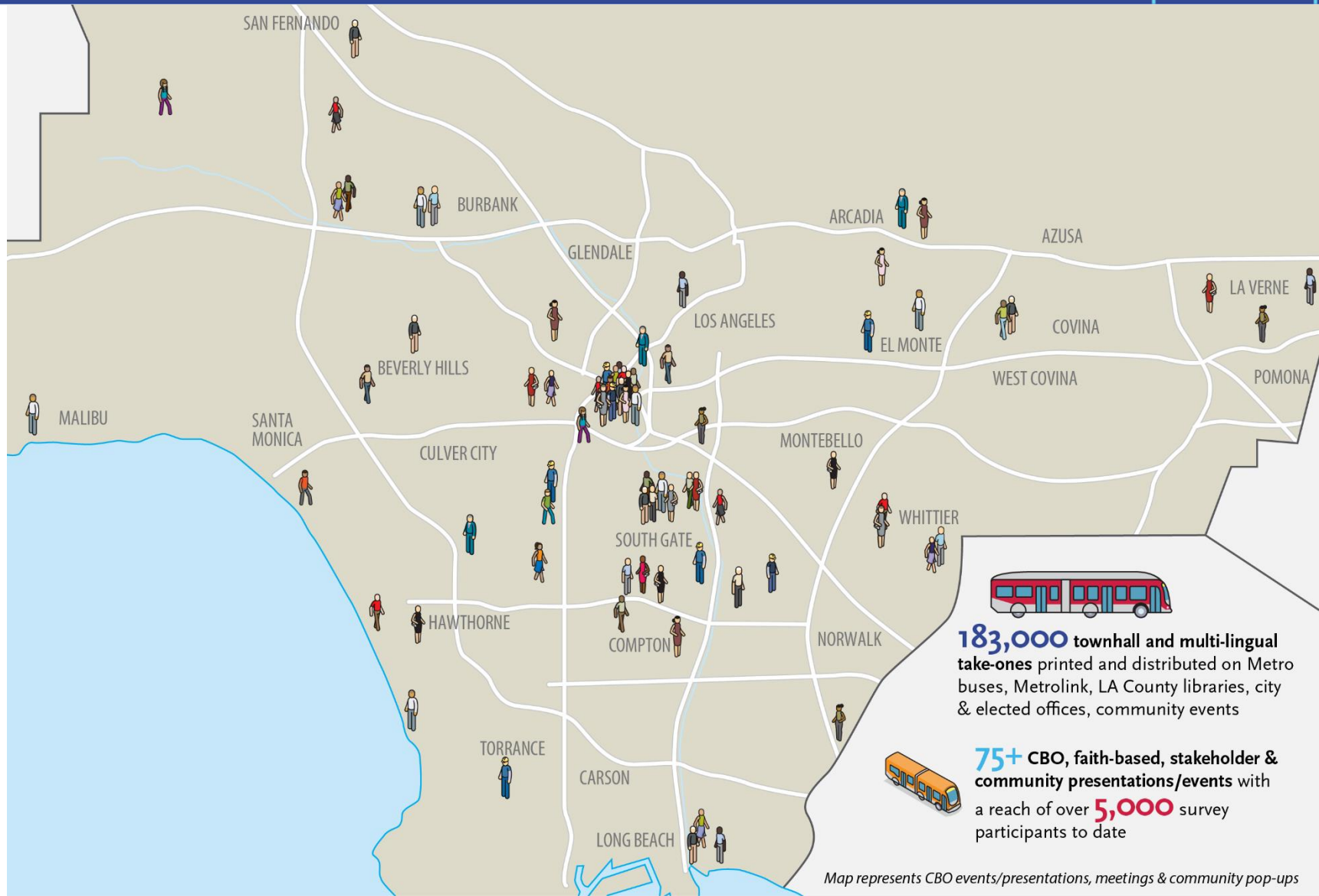


Metro Service Council/Board Approval



Continuous online engagement tools: questionnaire, interactive survey and map

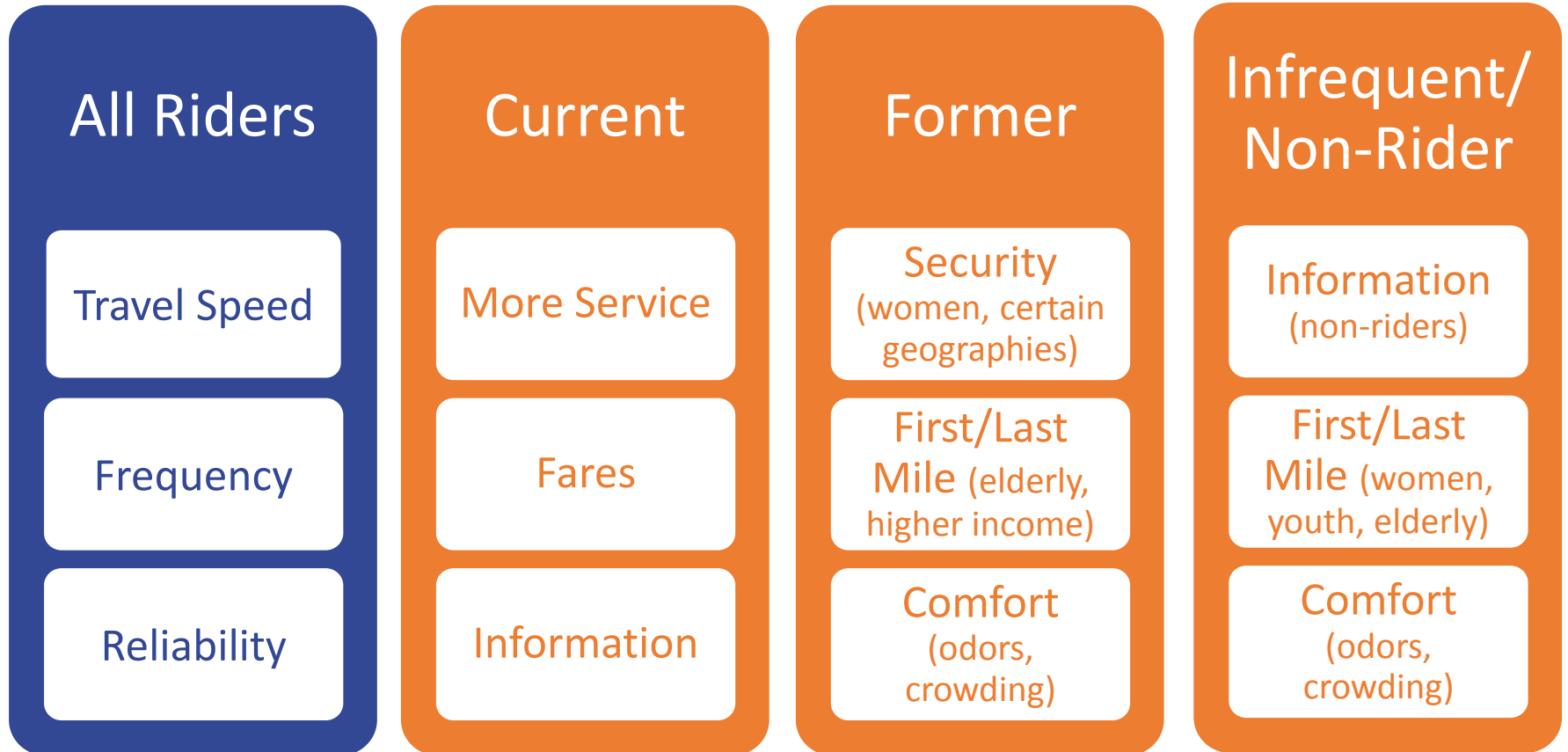
Stakeholder Engagement



183,000 townhall and multi-lingual take-ones printed and distributed on Metro buses, Metrolink, LA County libraries, city & elected offices, community events

75+ CBO, faith-based, stakeholder & community presentations/events with a reach of over **5,000** survey participants to date

Service Parameters



Transit Service Coverage

Transit is accessible to 85% of all trips made in the region.

Metro Transit Lines by Tier

Express —

Rapid —

Local —

Limited —

Shuttles —

Busway —

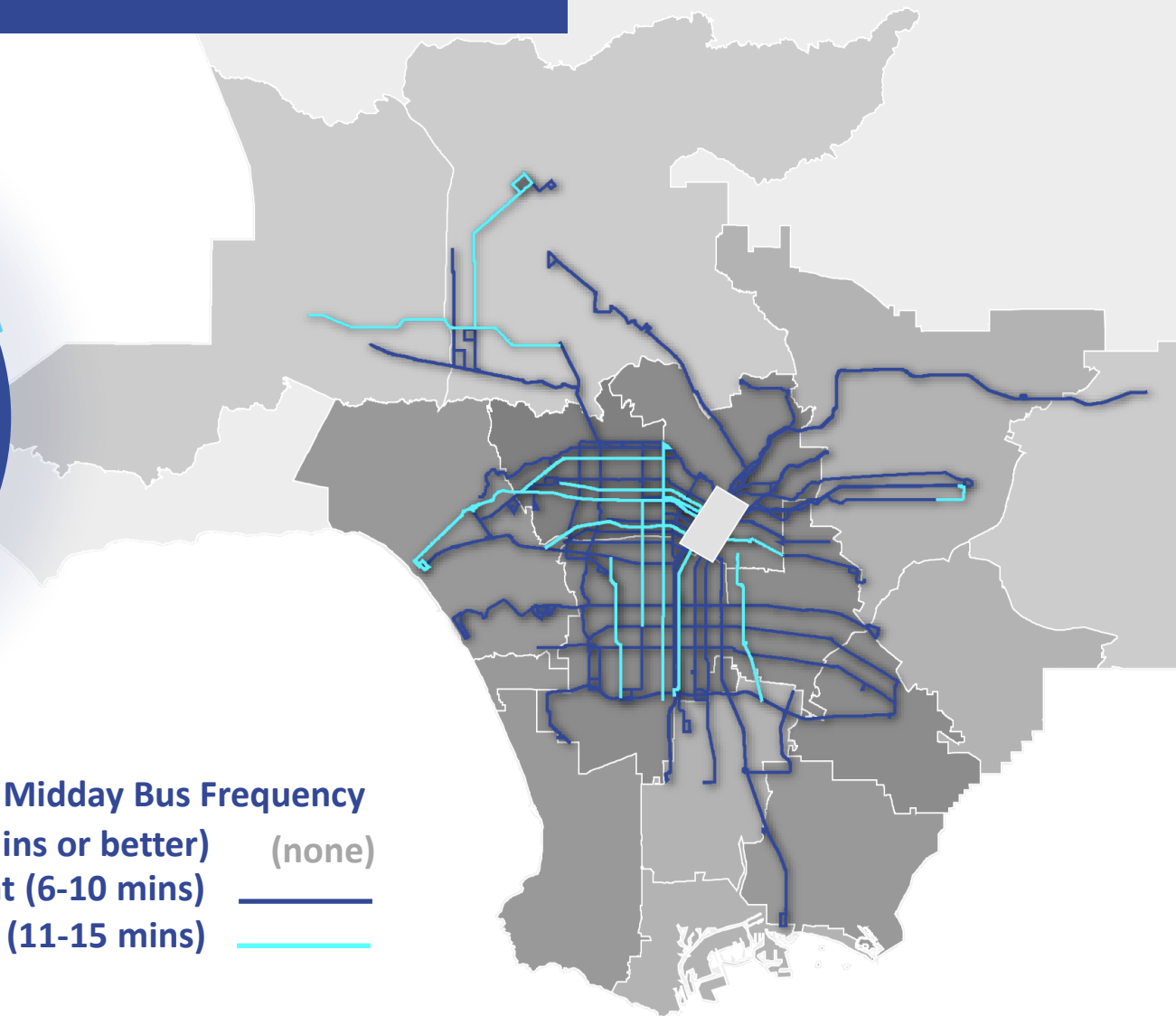
Muni (non-Metro service) —

Transit Service Density


**All day
frequent service
is concentrated
in Central LA
County**

Midday Bus Frequency

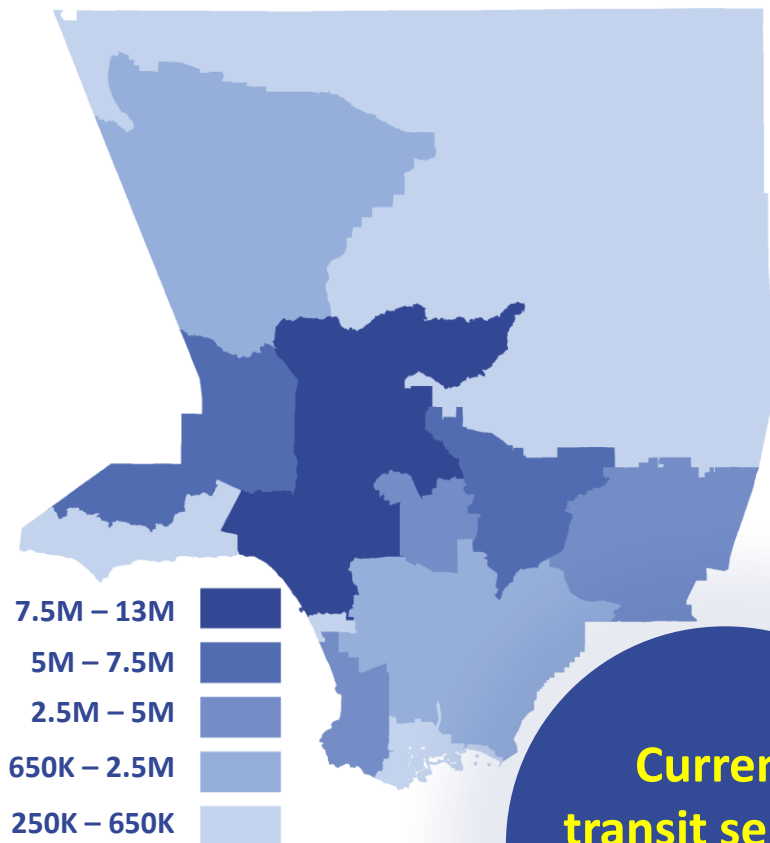
Super Frequent (5 mins or better)	(none)
Very Frequent (6-10 mins)	—
Frequent (11-15 mins)	—



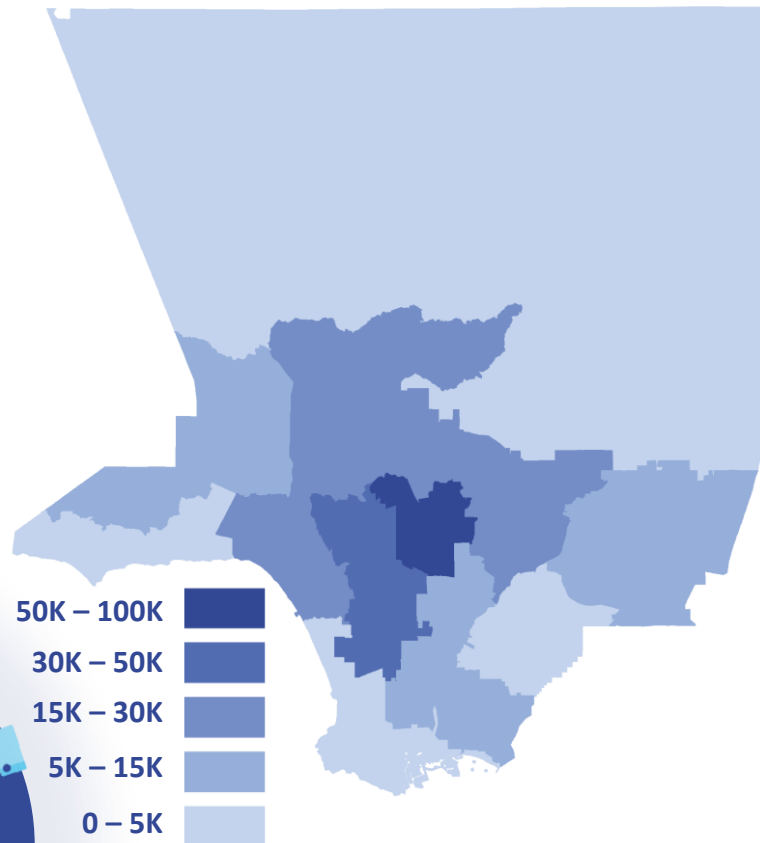
Trip Origins

Total vs Transit Trips

All Trip Origins (cell phone data)



Transit Origins (TAP data)



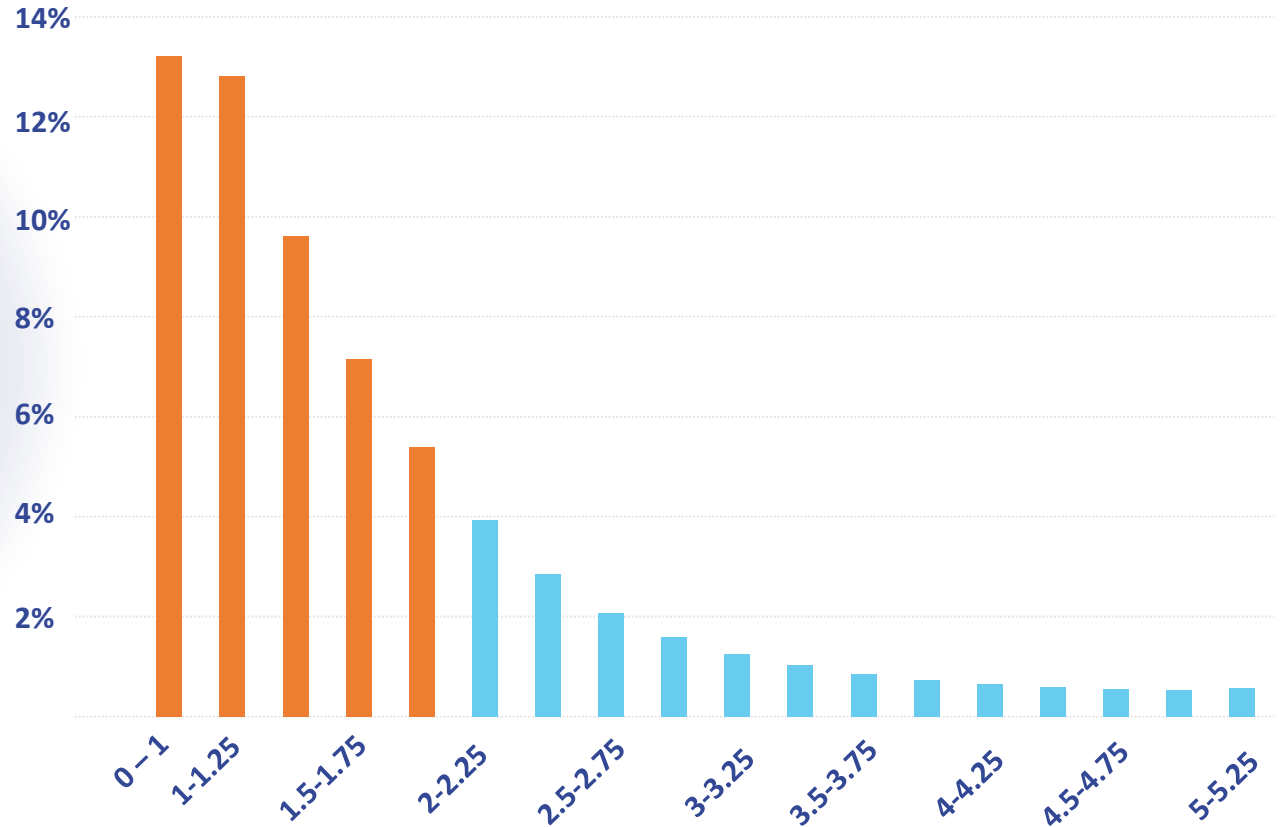
**Current
transit service
is not always
competitive**

Competitiveness of Relative Travel Times

Travel Time Comparison with Auto

Transit Market Share

Transit is most competitive when no more than 2x slower than auto



Transit to Drive Time Ratio

Understanding Trip Purposes

Commute Trips

Travel from home to a regular destination at an employment center during peak hours



Work Trips

Travel from home to a regular destination nearby anytime during the day or week



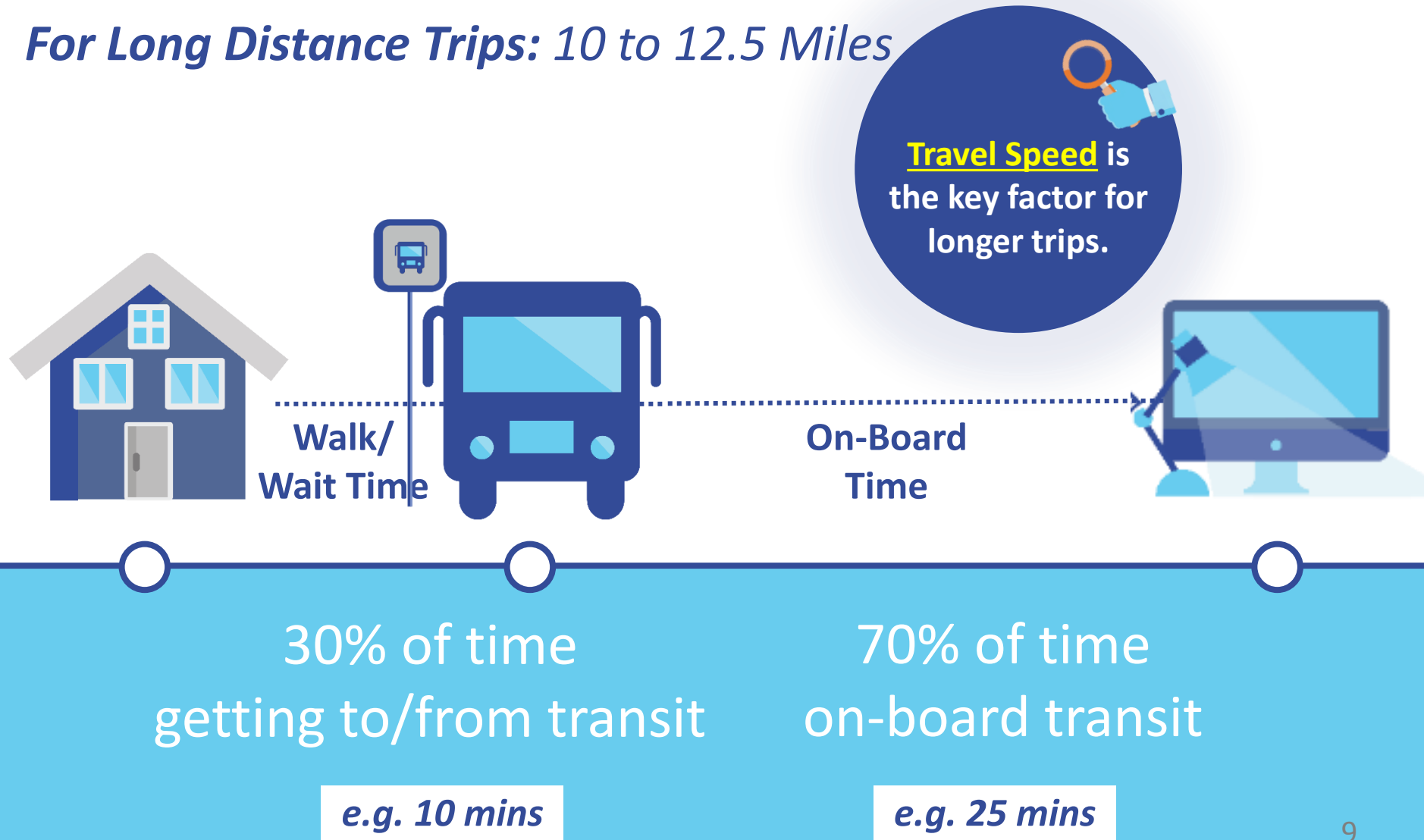
Other Trips

Occasional travel from a changing origin to a changing destination



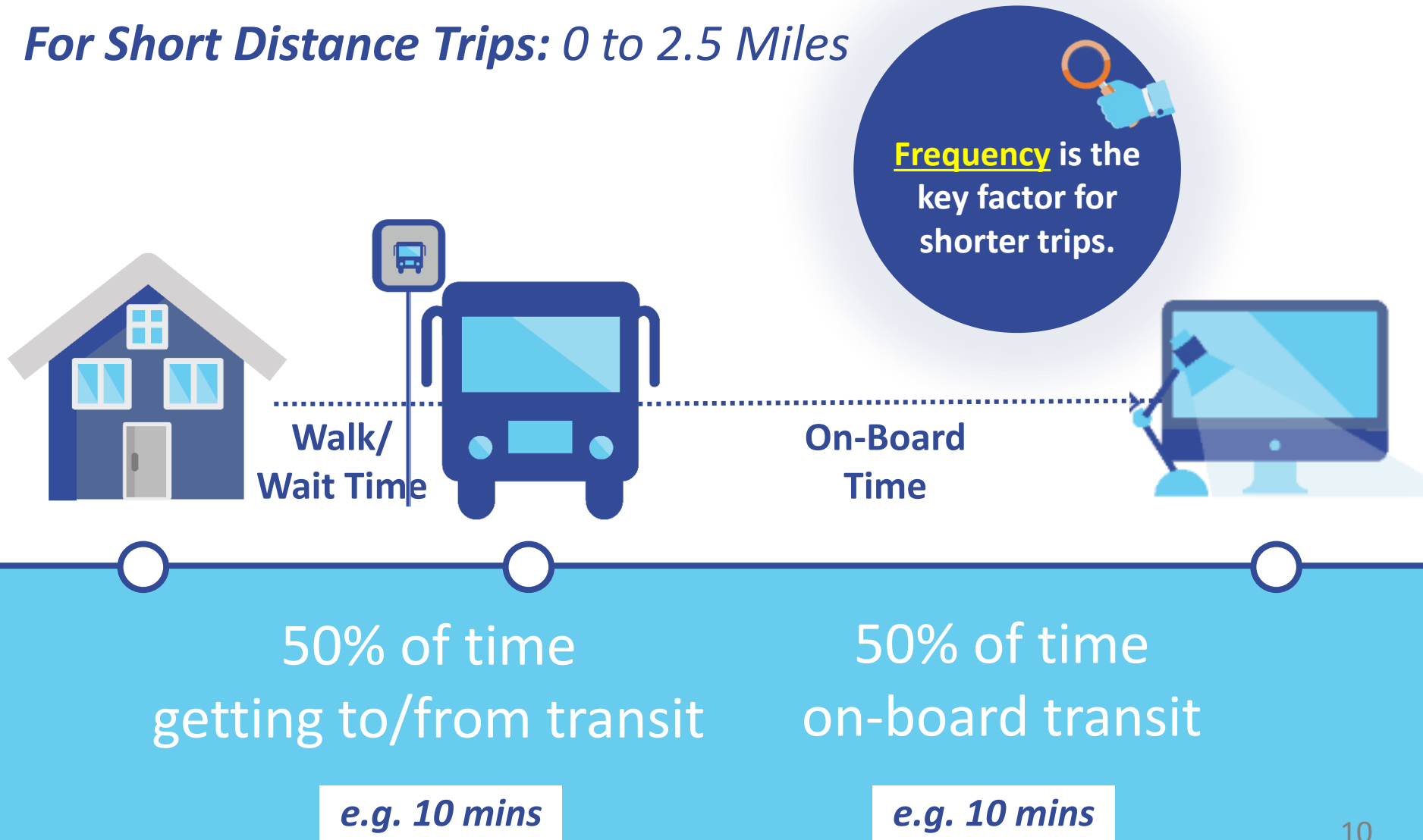
When is Travel Speed important?

For Long Distance Trips: 10 to 12.5 Miles



When is Frequency important?

For Short Distance Trips: 0 to 2.5 Miles



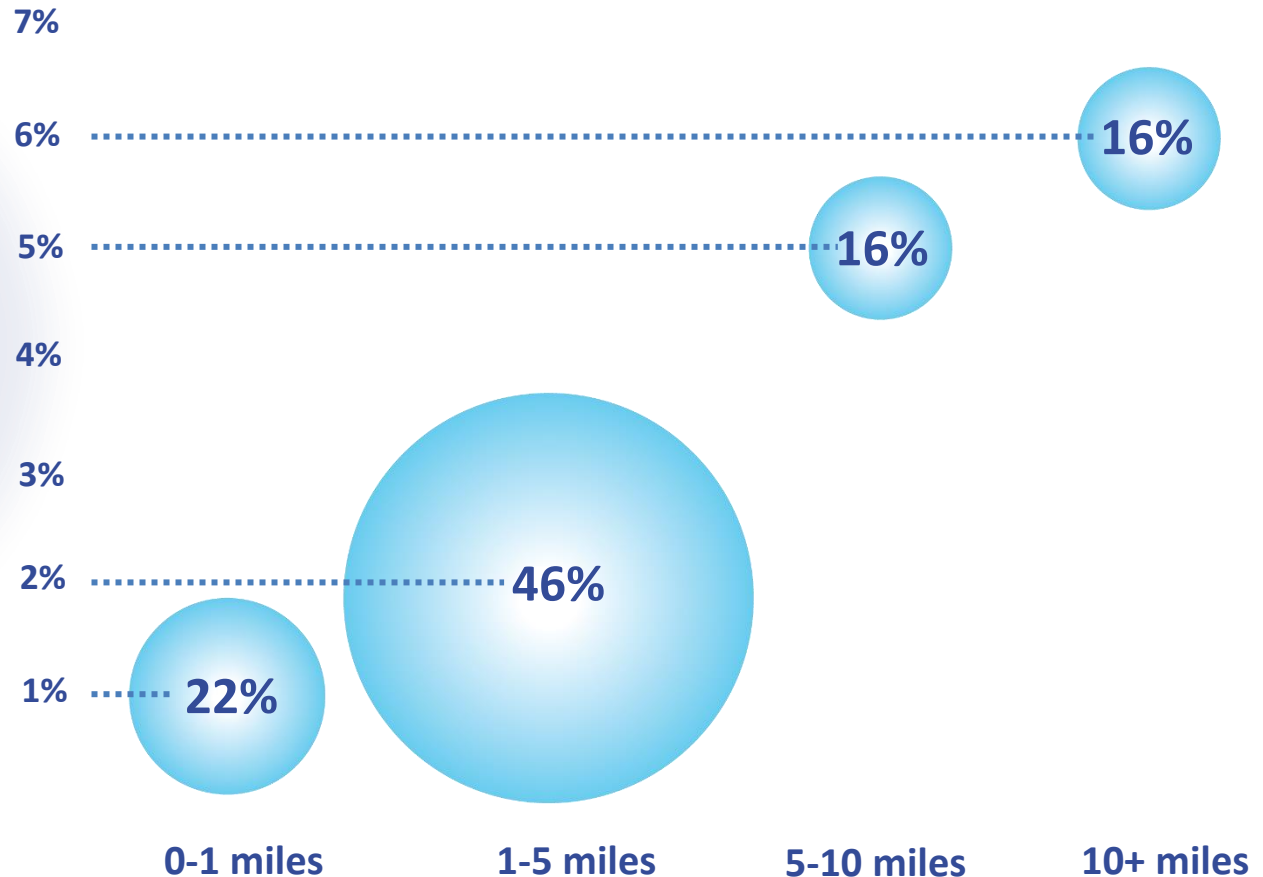
Competitiveness and Market Potential

Transit Market Share by Distance & Percent of Total Trips

Transit Market Share

Increasing our transit share of short distance trips to 6% means 500,000 new trips

% of total trips



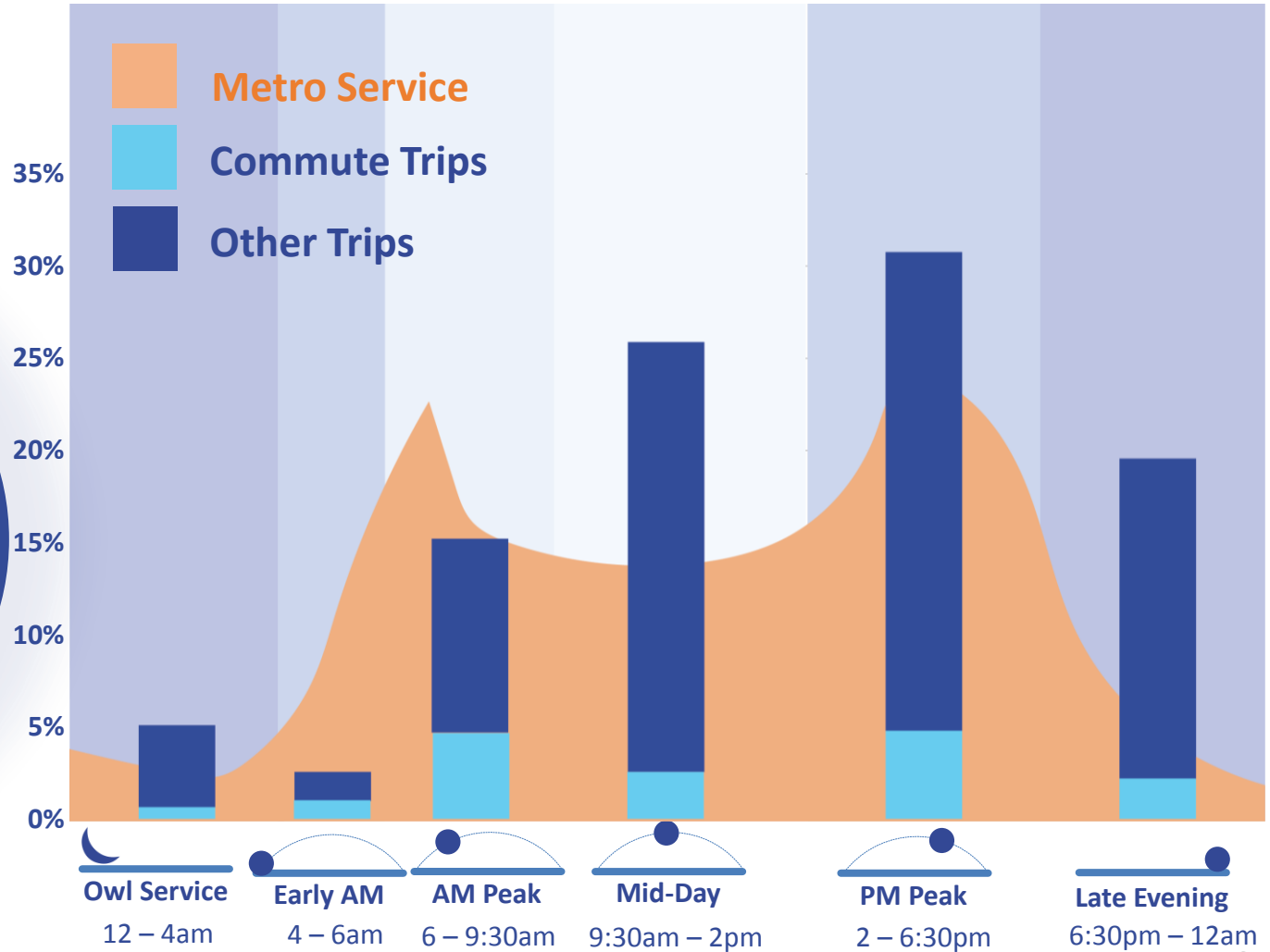
Trip Distance

More Frequent Service for Non-Commute Trips

Travel and Operations by Time of Day

Share of all trips
and service by time
of day

Current service
does not match
midday and
evening travel
demand.



Note: Bar chart shows data by time period while area plot shows hourly data

Market Priorities

Short Distance



Frequency

Long Distance



Speed

Commute Trips



Peak Hour

8% of all trips
5% transit market share

We are successful here and should continue to focus on this travel market.

Other Trips



All Day

We are not competing well in our biggest potential market and need to rethink our service to better capture short trips.

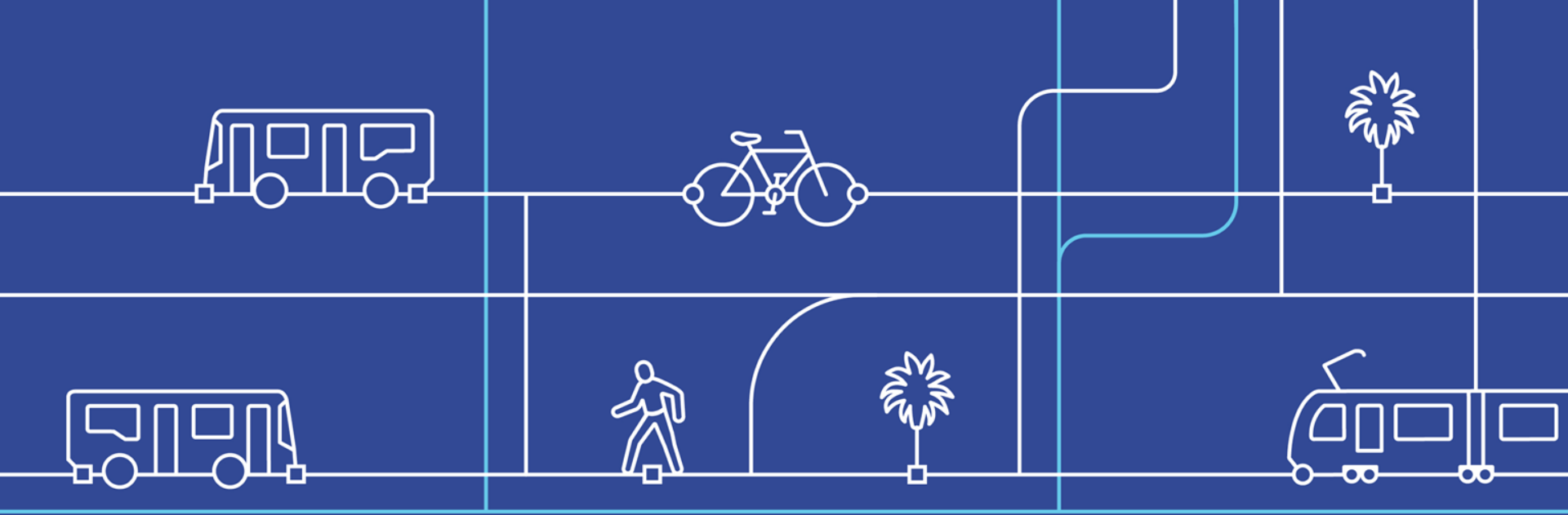
24% of all trips
4% transit market share

Next Steps on Service Concepts

Date	Stakeholder	Topic
Sept 2018 Sept 6, 2018 Oct 15, 2018	Service Councils Board Staff Metro Board	Transit Competitiveness & Market Potential
Sept 25, 2018 Jan 2019 Jan 2019	External Working Group Service Councils Public Workshops	Tradeoffs & Service Concepts
Jan-Feb, 2018 TBD	External Working Group Board Staff	Recommend Service Concepts (for Board approval)
Mar 2019	Metro Board	Draft Service Concepts (Policy Guidance)
Apr 2019	Metro Board	Final Service Concept* (Policy Guidance)



*Beginning of detailed route and schedule planning based on Service Concept



Thank You



Metro

Metro.net/nextgen

CATEGORY	SUBCATEGORY	KPI	DESCRIPTION/EXAMPLES/NOTES
Convenience			
	Journey Experience		
		Availability for Journey	Frequency (Did the service run as planned?)
		Journey Time/On-board time	Passenger journeys on-time (Were there trip disruptions or delays?)
		Journey Time/Wait time	Vehicle punctuality (Did the vehicle show up on-time to origins and destinations?)
		Number of Transfers to complete journey	
Ease of Use			
	Transfers		
		Vertical Circulation	
		Reliability	How long are elevators/escalators down before repaired? How often are they down?
		Redundancy	Are there backup elevators/escalators in the same location?
		Wait time	How long is the average wait for a transfer? How accurate is the estimated wait time?
	Accessible Route		
		Availability	Are multiple routes available, and how convenient are they (especially when they involve vertical circulation)?
		Condition	Are there obstructions in the path of the accessible route?
	Wayfinding (Can include static and digital)		
		Availability	Is signage present and obvious?
		Accuracy	Does signage provide correct information?
		Clarity	Is signage easy to follow and understand?
	Trip Information		
		Availability	Is trip information in multiple forms easy to access, regardless of ability?
		Accuracy	Is trip information correct?
		Clarity	Is trip information easy to follow and understand?
		Timeliness	Does trip information reflect current conditions?
	Ticketing		
		TAP information	How easy to understand? How accurate and clear?
		Ticket Vending Machine reliability	Frequency of failure; How long before a TVM is repaired? Redundancy of machines
		TAP reliability	Transactions per failure
		Bus TAP vending	(Future) Availability and reliability
		Fare gate reliability	Transactions per failure; Time to repair
		Bus TAP reliability	Transactions per failure; Time to repair

CATEGORY	SUBCATEGORY	KPI	DESCRIPTION/EXAMPLES/NOTES
Ease of Use (continued)			
	Passenger Information		
		on-vehicle (rail or bus) announcements	Is volume sufficient? Is information relevant and accurate? Is language easy to understand and clear?
		On-platform announcements	Is volume sufficient? Is information relevant and accurate? Is language easy to understand and clear?
Comfort			
	Cleanliness		Frequency of cleaning (of facility, equipment, etc.); standards of cleanliness
	Security		Perception of secure environment (visibility, security presence, responsiveness to security calls, etc.). Suggest putting Security under its own heading.
	Environmental Conditions		
		Lighting	How well lit is the facility or location? How long before a light is out before repair?
		Temperature	Ability to maintain temperature in controlled environment
		Ventilation	Air quality in controlled environment
		Shade	Availability of shelter from environmental conditions
		Seating	Availability and condition of seating for customers
	Passenger loading		Is overcrowding predictable on the buses/trains at any particular time?
Customer Care			
	Customer-facing interactions		Total call time (actual customer interaction)
	Idle chats		Idle chat time (measures unproductive time for a call center representative)
	Call abandonment		Number of calls abandoned in given period (indicates wait times)



FY 2019 July 1, 2018 – January 31, 2019



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INTRODUCTION

Los Angeles County has grown and evolved dramatically and so has transportation. Average system-wide weekday ridership continues to decline. Metro's current bus network carries over 70% of the 1.2 million customers that ride each day, but the system hasn't had a significant update in the last 25 years. The Metro Board has adopted the Vision 2028 Strategic Plan that puts the user experience at the forefront of how we do business. Specifically, Goal 2 of Vision 2028 commits to:

"Deliver outstanding trip experiences for all users of the transportation system. Metro will endeavor to improve trip experiences for all users of the transportation system, recognizing that a world-class system, serving a world-class metropolis, should be attractive, affordable, efficient, safe, convenient, and user-friendly. Specifically, Metro will take actions to improve security, ease of use, and access to accurate travel information on the region's transit systems and will work to improve customer satisfaction at all customer touch points."

The Metro Strategic Plan (Vision 2028) focuses on the desired outcome of increased mobility in Los Angeles County, indicated in part by increased transit usage, or ridership. The CEO presented the Ridership Initiatives to the Metro's Ad Hoc Customer Experience Committee in June 2018. These initiatives are drawn directly from the following initiatives described in Vision 2028:

- Invest in a world class bus system
- Manage transportation demand effectively
- Improve Security for all Metro customers
- Improve customer satisfaction at all customer touch points
- Leverage transit investments to catalyze transit-oriented communities

IMPROVE BUS TRAVEL SPEEDS

Congested streets and highways degrade the quality and reliability of bus service. Speeding up the system addresses customer feedback that buses are too slow and inconvenient for their trip purposes. Running buses more efficiently can free up resources to be applied to more frequency, off-peak, or new services. By increasing speeds, Metro can improve the competitiveness of bus service, attract more riders, and increase opportunities to recoup and reallocate resources to improve service where and when they are needed.

Progress to Date:

NextGen Bus Study

- Step 1 of 4 completed consisting of an analysis of existing bus network and analysis of TAP and cell phone location-based data of travel patterns and market opportunities. NextGen staff is hosting 18 public workshops through the county to collect public input on how to improve the bus system, including bus routes, frequencies, and days and times of operations.
- Staff has completed four NextGen Working Group Meetings, over 100 community meetings, pop-up events, stakeholder briefings, and surveys.
- The project is currently in step 2 of 4 where staff are analyzing data and public input to establish a regional service concept and policy priorities for Board adoption in Spring 2019.
- Subsequent to this Board action, Metro staff will initiate step 3 of 4 to prepare bus line service changes across the entire bus system, after which the project team will seek public input on the proposed bus service changes.

BRT Vision & Principles Study

- The BRT Vision & Principles Study will help support the development of a network of Bus Rapid Transit (BRT) service. BRT is a premium, often rail-like, service that is faster and more reliable than traditional bus service.
- The study will develop a vision for the future countywide BRT network including standards for BRT service and design criteria.
- The study will identify and prioritize promising BRT corridors for future investment.
- The study will help support promoting faster bus speeds, greater reliability, and improved customer experience.
- The Contract was awarded to Sutra Research & Analytics at the October 25, 2018 Board Meeting and is anticipated to be complete in Spring 2021.

Thinking Outside the Lane

- Silver Line ridership increased 2.3% on the ExpressLanes in FY18. Riders saved up to an average of over 13 minutes when in the ExpressLanes compared to the general-purpose lanes.
- Initial studies and attempts of utilizing shoulder lanes for bus travel began on the 134 freeway as part of the express service to Burbank Airport. However, chokepoints at the 2 freeway denied the project from moving forward.
- Planning and Operations staff will continue to identify potential areas that allow bus travel within freeway shoulders.

Pursue Signal Preemption for Buses & Trains

- Metro worked with LADOT to implement new signal timing on Washington Blvd. that matches current operating speeds. (January 2018)
- Testing speed advisory system for use on Metro Orange Line to assist operators in obtaining green lights; makes use of Metro's connected bus project implementation. Proof of concept expected to be completed by end of fiscal year 2019.
- Metro has been working with Long Beach staff on the final implementation of transit signal priority improvement along Long Beach Bl. We will not see benefits of this until after New Blue Phase I is complete in May 2019.

Develop Strategy to Improve Bus Speeds Along Major Corridors

- Metro has hired consultants to evaluate up to five (5) heavily congested corridors & propose congestion reduction mitigation strategies beginning in April/May 2019. The full program of possible mitigation efforts all five corridors is anticipated by August 2019.
- Metro is investigating the possibility of extending current legislation to allow Metro to install "Yield to Bus" signals on the rear of Metro buses to enable buses to more easily re-enter traffic after servicing a bus stop. If this measure is enacted, Metro will need additional enforcement to ensure that motorists adhere to the program.
- Metro is also considering other programs that will require aggressive enforcement of prohibitions (e.g. motorists will not be able to stop in or block bus zones, not blocking intersections with heavy cross traffic, and other traffic operations to reduce the incidence of grid-locked intersections).

3 Month Look Ahead

NextGen Bus Study

- Complete Step 2 – Recommend Service Concepts for Board approval – Spring 2019

BRT Vision & Principles Study

- Project Kickoff & Coordination

Congested Corridors

- Staff will work closely with the City of LA to develop potential solutions for mitigating congestion that affects bus service. Staff met with LADOT and representatives of the Mayor's office to review the work of consultants hired to examine 5 heavily congested corridors and to enlist their support for the development of realistic mitigation plans.
- Work will continue on the validation of the Metro Orange Speed Improvement advisory system as well as implementation of the Transit Priority System in the City of Long Beach

PILOT MICROTRANSIT

More than 50% of all trips in Los Angeles County are short (1-5 mile) trips, yet Metro captures a small share of those trips. The prevalence of transportation networking companies, such as Uber and Lyft, is generating popular new on-demand travel options for many people. However, these types of services are not accessible to all residents and can add to congestion and pollution.

The opportunity for Metro is to leverage this new and emerging technology to encourage ridesharing of short trips (approximately 20 mins in vehicle) and as a result improve the user experience of current and future customers. This service will encourage current customers to ride the system more regularly for a safe, comfortable, reliable single-direction or round-trip ride. Customers will also be able to use this service for a seamless transfer experience to Metro's suite of existing services.

The pilot project will:

- Allow customers to order, track, and pay for trips and passes via a mobile app or phone;
- Provide reliable access to real-time information;
- Make possible a single mobile app for trip information and fare payment;
- Provide a safe on demand service within the region; and,
- Offer easy connections to other Metro, municipal, and regional services and offer service for complete trip solutions.

Progress to Date:

- Three feasibility study contracts have been awarded to RideCo, Via/Nomad, and Transdev
- Design elements, consisting of market research, outreach/marketing, fare structure analysis, software customizations, and vehicle selections, are underway.
- Metro currently has 17 geographies identified with potential demand for short trips that are not currently captured by the public sector (Metro and/or local operators). Short trips are defined as 1-6 miles or about 20 minutes in-vehicle.
- Over the next few months, Metro will be processing the data sets and market research collected by the three private sector partners (RideCo, Transdev and NoMad/Via). Partners are currently working on project planning and design. Metro has not finalized the design elements of this service.
- Metro will be sharing regular updates over email. This will include data from surveys which can be applied to other regional pilots. Metro is also convening an on-demand technology working group for project managers throughout the region.

3 Month Look Ahead

- Board approval of budget – Q4 FY2019
- The first round of in-person meetings will be with local operators and will be scheduled based on request. The goal is to identify a handful of areas where local partners are interested in deploying and championing this service. Metro wants to work hand-in-hand with local operators to ensure this service offers a net gain to the public sector in terms of trips and user experience. As such, Metro is targeting current SOV and TNC trips.
- Metro anticipates launching this service in multiple areas and plans to sequence the deployments with the first launch in December 2019. The timeline is subject to change based on securing regional, community, business, and private sector partnerships.

MOBILITY INTEGRATOR FOR LA COUNTY

Technological innovations are changing the way customers access goods and services. They influence how businesses operate, create virtual worlds of social interactions and economic transactions that further reshape the mobility landscape and change travel preferences and service performance expectations. Metro will strive to serve as a mobility integrator, leveraging all services and technologies to create seamless trip experiences for the customers. One of the most immediate areas of opportunity is with the Transit Access Pass (TAP) program and the integration of this payment system across services and providers so that customers need only one gateway to access mobility services.

Progress to Date:

TAPforce

- September 29, 2018 - Launched TAPforce System which enables Mobility as a Service (MaaS) and includes a TAP Wallet that can be used to pay for account-based services with a cloud-based TAP account. This system sits as an accompanying layer on top of the legacy tap-card-based system that enables seamless connection to TAP payment functions without installation of hardware devices.
- TAPforce now enables connection to an infinite number of new systems. Metro Bike Share was the first to launch on September 29. Now, customers can sign up for the program, put funds into the TAP Wallet for Bike Share, or load funds on their TAP card for transit use, all in one convenient place at taptogo.net.
- In the past, a credit or debit card was required to provide access to many mobility services, but TAPforce now includes an equity component that enables programs to use the cash function to load to their TAP accounts. Programs may choose to use this function with a balance requirement or income validation, but the ability to load cash has opened up program use for cash-based populations that were excluded in the past because they had no access to credit/debit functions.

TAP Integration

- October 2018 – Completed integration with Metro Bikeshare so that you can use your TAP card to pay for bikeshare.
- Currently, the TAP program is working on integration approaches with our Mobility on Demand, MicroTransit, and parking services programs. External discussions are underway with Lyft, Uber, ride hailing, and scooter rental companies to offer TAP payment for these additional services.

- For the launch of the Mobility-on-Demand (MOD) pilot, TAP worked with the Office of Extraordinary Innovation (OEI) and Via to provide an in-app digital check of TAPforce and the LIFE program to enable discounts for MOD customers with TAP cards.
- TAP is working with OEI to enable TAP integration with the MicroTransit pilot service.

Transfer on 2nd boarding

- Eliminated paper transfers
- Increased interagency transfer time period by 30 min
- Transfers automatic on TAP; paid with Stored Value

3 Month Look Ahead

- TAP will continue expanding current TAP-connected programs to enable Mobility as a Service (MaaS). In addition to Bike Share, Mobility on Demand and Microtransit, the list of programs to which TAP is reaching out include scooter rental companies, ride sourcing companies, parking services, electric vehicle car charging and ExpressLanes.
- Confirm integration approach for MicroTransit Pilot Project.

UNIVERSAL BLUE LIGHT PROGRAM

While Metro has implemented an emergency call for aid system that allows commuters to quickly contact authorities in the event of an emergency, the locations of these fixtures are not adequately identified. This difficulty in locating the call for aid fixtures may leave commuters in those areas potentially vulnerable and unable to signal for emergency assistance which could result in decreasing customer satisfaction and safety.

The Blue-Light Emergency Call Box initiative seeks to install new and improved emergency Blue Light fixtures throughout the LA Metro's transit system in an effort to improve safety and security of Metro's customers. The installation of Blue Light technology will serve as the foundation for aligning and enhancing the consistency and effectiveness of Metro's customer-facing security devices.

Progress to Date:

After significant research and coordination with the Arts & Design and Civil Rights departments, Metro has branded the unit as the Metro 'Help Point' to avoid confusion with Metro's current emergency 'Blue Light' system. The 'Help Point' is modeled after the Help Point used by the New York MTA, and over time, is designed to replace the existing E-tel, G-tel, and P-tel units systemwide.

Metro is currently working through the design concept. The Gensler (consultant) design team coordinated with Metro internal departments, including Civil Rights (ADA Accessibility) and Signage & Environmental Graphics to ensure all required conceptual design details and basic functionality have been accounted for.

3 Month Look Ahead:

- Quality Assurance process for design review and comment – FY20 Q1
- Complete design development – FY20 Q2
- Draft Request For Proposals – FY20 Q4

SHINING MORE LIGHTS

There are many bus stops within the LA Metro system that can benefit from enhanced lighting. An assessment by LA Metro Service Planning staff identified a number of bus stops that needed additional lighting for enhanced safety. Improving lighting has the capability to deter crime and improve sense of security for anyone waiting for transit at bus stops.

The total cost for the Project is estimated to be \$750,000 consisting of an FTA grant and local funds matching. Up to 18 bus stops were prioritized from a list developed by Metro Service Planning and can be funded through this project. Under a Memorandum of Understanding (MOU) with LA Metro, the City of LA will design, procure, install, and maintain these street lights.

Progress to Date:

- An additional three Stops (for a total of 21 Stops) were identified in 16 locations across the city that can benefit from this project. The list of project locations is as follows:

(M)=MAJOR, (S)=SECONDARY, (L)=LOCAL, (C)=COLLECTOR STREET	CROSS	STREET	CROSS
YORK BLVD. (S)	AVE. 49. (L)	SLAUSON AVE. (S)	2ND AVE. (L)
SAN FERNANDO RD. (S)	EAGLE ROCK BLVD. (S)	SLAUSON AVE. (S)	VAN NESS AVE. (S)
SAN FERNANDO RD. (S)	VERDUGO RD. (L)	FLORENCE AVE. (S)	AVALON BLVD. (S)
VERMONT AVE. (S)	MELROSE AVE. (S)	VERMONT AVE. (S)	76TH ST. (L)
VERMONT AVE. (S)	4TH ST. (L)	VERMONT AVE. (S)	94TH ST. (L)
CESAR CHAVEZ AVE. (S)	VIGNES ST. (L)	O FARRELL ST. (L)	BEACON ST. (S)
CENTRAL AVE. (S)	6TH ST. (S)	CENTURY BLVD. (S)	LA CIENEGA BLVD. (S)
ADAMS BLVD. (S)	BROADWAY (S)	SHERMAN WAY (S)	TOPANGA CANYON BLVD. (S)
38TH ST. (L)	BROADWAY (S)		

- The project has been designed and a contract was awarded to Elecnor Belco Electric, Inc. for \$538,472 on June 20, 2018.
- Pre-construction meetings took place and equipment has been ordered.
- Construction commenced January 2019.

3 Month Look Ahead:

- Anticipated project completion date is March 2019.

THE POWER OF TAP

Technological innovations are changing the way customers access goods and services. Transit must prepare to be competitive in the new markets that include more choices and new options for customers.

TAP is transforming fare collection with new technology to meet the travel demands of LA County riders. Innovative solutions must continue to be applied to a variety of projects that leverage existing systems, make fare purchases easier, enhance payment options, and integrate multimodal programs into one payment system. Solutions are needed that can span both the legacy transit system and the new cloud-based system. Completion of these projects ensures that fare payment supports mobility as a service for all customers.

Progress to Date:

TAP Website

- Enhanced the taptogo website, resulting in nearly double the number of page views, sessions and users over last year
- Added family account capabilities that enable parent/child account management
- Launched TAP Wallet-enhanced payment options including cash options for riders without bank accounts
- Added ability to create discounts and promotional codes for ridership incentives

Stored Value sales added on bus

- Replaced declining Metro Day Pass with Stored Value
- Aligned fare payment options with customer demand

TAP vending machine improvements

- Made improvements to vending machine screens based on customer input
- EZ transit passes added to product choices
- Implemented Multiple Metro Day Pass purchases in one transaction
- Enabled customized Stored Value purchases
- Adjusted TAP card cost for consistency across the network

TAP vendor network

- Increased vendor network by 20% for a total of 445 vendor locations
- Added 84 LA County public libraries to vendor network

3 Month Look Ahead

- TAP's mobile app solution will begin testing in February 2019. Metro and Muni Farebox equipment is currently being upgraded and Metro rail station validators are being replaced. This upgrade needs to be completed for security purposes before the app can launch. Upgrades are scheduled to begin in February and completed by late summer 2019.
- TAP will implement automatic LIFE discounts on TAP; Elimination of paper coupons began in January 2019.
- TAP will continue transitioning customers and organizations from tokens onto TAP throughout the next three months, ultimately finishing token use in November 2019.
- The rollout of a new Retail Point of Sales (RPOS) device will begin February 2019
- Complete TAP mobile app focus groups and testing

METRO MAINTENANCE DIARIES

In an effort to enhance the customer experience and advance the continuous improvement of systemwide cleanliness, Metro Operations performed a review of cleanliness procedures and inspections of bus stops, bus/rail stations, rolling stock, and shared rights-of-way (ROW). Metro property, including ROW heavily affected by homelessness, will be addressed with the development of encampment clean-up protocols to keep our ROW safe and clean. Also, Metro will continue to collaborate with partner agencies to improve cleanliness, and Operations will strengthen station, terminal and vehicle cleaning procedures.

Progress to Date:

- In October 2018, Operations performed a comprehensive review of Metro cleanliness program for Metro bus stops, bus/rail stations, rolling stock systemwide.
 - Staff recognized multi-department involvement and level of effort was required for cleanliness program effectiveness.
 - Staff adopted a rail facilities tablet platform for incident reporting and is expanding this reporting program to cover all stations and bus terminals.
 - An enhanced station cleanliness program will launch in July 2019.
- Metro is also performing Security & Ancillary Area Intrusion Surge Program in the subway stations which has been ongoing since April 2018. The purpose of this program is to increase customer safety by preventing intrusion. This program has been led by Security & Law Enforcement and Operations, has resulted in over 300 clean up requests, and has reduced intrusions on the Red and Purple Lines.
- Metro is currently working with LA City, County, and railroads to improve cleanliness of multiple locations and along any shared Rights-Of-Way (ROW).
- The following Memorandums of Understanding (MOUs) are in place to enhance system cleanliness.
 - MOU with Metrolink for maintenance activities performed along shared ROW.
 - MOU with the City of Long Beach for maintenance activities performed along the Metro Blue Line south of Willow Station.
- Metro will continue to seek additional MOUs with railroads in joint corridors and provide information flow to railroads, jurisdictions, etc. for coordination and joint clean-up activities coordination.
- Returned to the Board in January 2019 with a Cleanliness Program Update, including collaboration and partnership agreements with external agencies to contribute to Metro's cleanliness results.

3 Month Look Ahead:

- Staff intends to provide more detail on the Customer Service and Experience KPIs in an update to the Board in the FY19 Q3.

MAKING THE SWITCH

In response to public comment about soiled seats and to more efficiently maintain vehicle cleanliness and aesthetics, Metro Operations launched a heavy rail vehicle (HRV) seat replacement project in early 2018. To date, Metro has received positive feedback regarding this project and therefore, plans to expand this program are currently in development. The HRV seat replacement project includes a total of 104 vehicles and is expected to be completed over the next 2 years. The program includes conversion of all fabric seat inserts to vinyl seat inserts to improve cleanliness and allow more efficient maintenance by Metro personnel.

Progress to Date:

- The HRV seat replacement project team has converted fabric seats to vinyl for a total of 16 rail cars to-date. The goal is to complete one married pair every two months. Staff is on target to complete the seat replacement project over the course of about two years.
- Staff is also developing a scope of work to expand the interior renovation pilot project to light rail vehicles (LRVs).
- In 2019, Operations staff will continue to identify solutions for the removal of cloth seats on Metro's existing bus fleet and is working with procurement on new vehicle acquisition options that will include vinyl seats.

3 Month Look Ahead:

- Staff will continue to monitor and deliver the HRV seat replacement project on time and within budget.
- Staff will track and monitor customer and employee feedback to improve existing products and services and ensure that we are enhancing the customer experience.
- Staff will also begin development of an LRV interior renovation project scope of work, budget and schedule.

DIGITAL COUNTDOWN DISPLAYS & REAL TIME ACCURACY

Certainty of the customer journey is affected by traffic congestion, construction/detours, incidents, and related events which affect travel time. However, improving the accuracy of real-time travel information can communicate to customers if they should expect delays to their trips.

Progress to Date:

- A multi-departmental task force has been established to identify the various elements that contribute to prediction accuracy. Each element is being independently reviewed to assess potential refinements that will achieve better accuracy for the customer. The task force elements under review include the following:
 - Lateral/Longitudinal rail track sensor location accuracy;
 - Procedures for flagging missed trips in the rail prediction system;
 - Possible rail schedule adjustments that may be needed during peak load periods;
 - Duplicate train ID's for service replacement trains that create logic anomalies;
 - Investigate implementation of daily system updates on bus schedule changes (pink letters);
 - Prediction logic enhancements
- Metro staff continues to advance the connected bus project, which involves installing cellular communications on the Metro bus fleet to improve predictive arrival information by increasing the poll rate for information on vehicle location and speed.

3 Month Look Ahead:

- Continue installations for connected bus project - 1046 of 2365 (44%) completed through September 2018
- Complete proof-of-concept mobile router kit solution for P2550 fleet type (Gold Line)
- Investigate proof-of-concept mobile router kit solution for P2000 fleet type (Blue/Green Lines)

PUTTING THE CUSTOMER AT THE HEART OF THE OPERATION

Initiative 2.3 of Metro's Vision 2028 Strategic Plan commits Metro to dedicating staff resources to oversee customer experience and developing a comprehensive approach for improving customer satisfaction. Vision 2028 goes on to describe the following specific initiatives:

- Develop a unifying vision and strategy for enhancing the customer's experience,
- Improve customer journey and touch points, and
- Use data analytics to benchmark and measure system performance in meeting customer satisfaction targets.

This ridership initiative is directly aligned with Initiative 2.3 so that its execution will help to accomplish Goal 2, "Deliver outstanding trip experiences for all users of the transportation system."


Progress to Date:

- The Metro Board of Directors, through Board motion 38.1, requested the creation of an Annual Customer Service and Experience Plan (Plan). As part of this effort and in alignment with this ridership initiative, staff is in the process of developing customer experience key performance indicators (KPIs) that will improve customer touchpoints for Metro's services. Staff will draw from a number of sources to develop these metrics, including results from our most recent Customer Satisfaction Survey and examples from some of the highest performing transit agencies and operators in the world (MTR Corporation, Singapore Land Transport Authority, Japan Railway Company, and Transport for London). High-level categories include convenience, ease-of-use, comfort, security, and customer care. Each category will include additional subcategories that will provide further detail on the metrics that address customer pain points.
- The Plan will also address staff resources needed to accomplish the customer experience goals as described in both the Board motion 38.1 and Vision 2028. Currently, Metro staff is developing the roles and responsibilities for a Customer Experience Strategist position to lead and manage the customer experience program agency-wide, which will include the oversight of key accomplishments, objectives and challenges in customer service and experience, and working with the CEO on these Ridership Initiatives.
- Metro intends to deploy periodic customer satisfaction surveys and benchmark results to the Summer 2017 survey. By tracking the trends in how customers respond to the survey questions, staff will be able to see if the improvements made have a positive effect on customers' experiences riding transit. OEI will prepare for a summer 2020 launch of the next comprehensive Customer Satisfaction Survey, benchmarked against the 2017 results. This survey will build upon the benchmark data collected for the development of Vision 2028. As

with the previous survey, staff will update the Board on the results, once the survey is completed.

3 Month Look Ahead:

- Refine Customer Service and Experience Plan and KPIs
- Provide update on status of Plan to Board in Q4 FY19



Customer Service & Experience Plan

Response to Motion 38.1

Operations, Safety, and Customer Experience Committee
February 21, 2019



Metro



Presentation Contents

- Background
- Overview of Customer Service & Experience Plan
- Next Steps



Background

The Metro Board approved the Motion 38.1 on June 21, 2018, requesting staff to:

- A. Rename the committee to the Operations, Safety, and Customer Experience Committee
- B. Endorse speed, frequency, and reliability as highest priority service parameters for NextGen
- C. Develop customer experience key performance indicators (KPIs)
- D. Develop an Annual Customer Service & Experience Plan



Metro Vision 2028

Metro Vision 2028 Initiative 2.3 commits to:

- Develop a unifying vision and strategy for enhancing the customer experience
- Improve customer journey and touch points
- Use data analytics to benchmark and measure system performance for customer satisfaction

The response to Motion 38.1 is directly aligned with this commitment.



Customer Service & Experience Plan

The Customer Service & Experience Plan will address:

- Key performance indicators (KPIs)
- Status of Customer Service & Experience Projects
- Transit Service Marketing & Communications
- Customer Experience Culture



Customer Service & Experience Plan

Key Performance Indicator Categories

- Convenience
- Ease of Use
- Comfort
- Safety/Security
- Customer Care



Customer Service & Experience Plan

Customer Service & Experience Projects

- Progress Report on Metro Ridership Initiatives

Transit Service Marketing & Communications

- Improve customer communications on topics that make customers' trips easier
- Identify new ways to engage customers



Customer Service & Experience Plan

Customer Experience Culture

- Training to cultivate the Customer Experience Culture
 - Role mapping
- Staff Resources
 - Customer Experience Strategist
 - Oversee Plan elements
 - Report to Office of the CEO



Next Steps

Please note:

- The Customer Service & Experience Plan is part of a continuous improvement process; it is a work in progress
- This report is a starting point for a comprehensive and impactful customer experience strategy, as promised in Vision 2028



Next Steps

Staff will provide an update in Q4 FY19 with more detail on:

- Performance metrics
- Resources
- Status updates for customer experience initiatives



Thank You

Customer Experience Plan 2020

*Operations, Safety, and Customer Experience Committee
November 19, 2020*



Metro

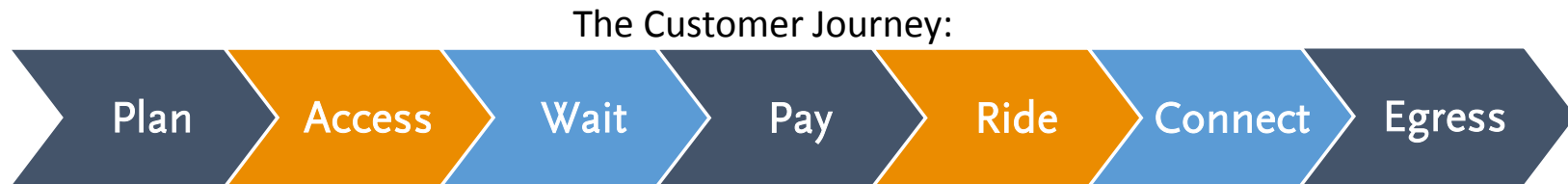
Customer Experience Plan Background

Metro's Customer Experience (CX) Plan flows from:

- Vision 2028 Strategic Plan
- Board Motion 38.1

Customer Experience Definition

Customer Experience is the sum total of the experiences our customers have at every stage of their journey. The goal is to minimize pain points, maximize smooth, uneventful experiences, and find opportunities for occasional surprise and delight.



Customer Experience Vision

Our goal is to always put you first — your safety, your time, your comfort, and your peace of mind – when we connect you to people and places that matter to you.



Areas For Improvement

1. Metro Bus reliability
2. Accuracy of real time info
3. Metro Bus frequency
4. Bus stops
5. Ease of payment
6. Speed
7. Crowding
8. Personal security
9. Homelessness
10. Cleanliness



Near Term Pilot Programs (subject to funding)

1. **Metro Bus Reliability:** Help bus riders delayed by a missed run or pass-up by quickly offering them free ridehail service.
2. **Homelessness:** Deploy unarmed security ambassadors at terminus stations to intercede with people who are experiencing homelessness on Metro and get them the help they need. Also:
 - cost effective expansion of homeless outreach teams including on-call nursing, mental health and addiction services
 - temporary short-term shelter until more housing is available from local and regional partners
 - Regular, statistically valid counts to evaluate results.

Near Term Pilot Programs (continued)

3. **Security:** Flexibly dispatch homeless outreach, mental health workers, unarmed security ambassadors, or law enforcement as the situation demands.
4. **Cleanliness:** Test elevator attendants to deter crime, urination, defecation, and drug use, and make elevators safe and pleasant for seniors, people with disabilities, travelers with luggage, and others.
5. **Bus Stops:** Test low-cost seating, possibly cooling, lighting, real time information, and wayfinding for people who are blind or low vision.

Other Highlights (subject to funding)

- A. Metro Bus Reliability:** Refine staffing plans to avoid missed runs, and consider fast-track hiring for licensed commercial drivers
- B. Real Time Information:** Feed data from improved prediction engine to apps to accurately predict Metro ETA's, and replace 18-year-old ATMS system
- C. Speed:** More bus-only lanes and rail/bus signal priority
- D. Cleanliness:** Resume funding for vinyl seats
- E. Security:** Resume funding for Call Points

Customer Experience Improvement Menu

25 items on the menu totaling:

FY21 midyr	FY22	FY23	FY24
\$ 5.6 million	\$ 170.0 million	\$ 344.7 million	\$ 272.4 million

Note that Metro's FY21 budget is 16.5% less than the prior year due to the pandemic. Funding these customer experience improvements will depend on how quickly the pandemic ends and the economy rebounds.

Future Customer Experience Plans

1. Journey mapping and equity
2. Organizational culture and values
3. Surprise and delight
4. Out-of-town visitors



The background of the slide is a composite image. On the left, there is a close-up of a woman's face wearing large headphones, looking towards the camera with a slight smile. On the right, there is a view through a car window, showing a person in a suit sitting in the driver's seat. The image is divided by a diagonal line, with the woman's face on the left and the car window on the right. The text "Thank You" is centered over the image.

Thank You

Customer Experience Plan 2020

*Board Meeting
December 3, 2020*



Metro

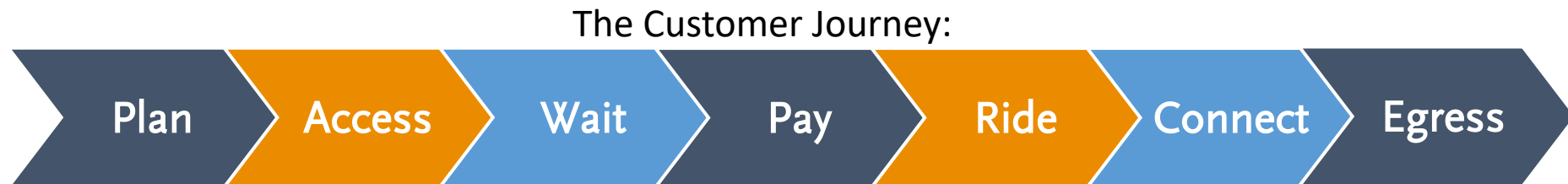
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- Board Motion 38.1

Customer Experience Definition

Customer Experience is the sum total of the experiences our customers have at every stage of their journey. The goal is to minimize pain points, maximize smooth, uneventful experiences, and find opportunities for occasional surprise and delight.



Customer Experience Vision

Our goal is to always put you first — your safety, your time, your comfort, and your peace of mind – when we connect you to people and places that matter to you.



Areas For Improvement

1. Metro Bus reliability
2. Accuracy of real time info
3. Metro Bus frequency
4. Bus stops
5. Ease of payment
6. Speed
7. Crowding
8. Personal security
9. Homelessness
10. Cleanliness



Near Term Pilot Programs (subject to funding)

1. **Metro Bus Reliability:** Help bus riders delayed by a missed run or pass-up by quickly offering them free ridehail service.
2. **Homelessness:** Deploy unarmed security ambassadors at terminus stations to intercede with people who are experiencing homelessness on Metro and get them the help they need. Also:
 - cost effective expansion of homeless outreach teams including on-call nursing, mental health and addiction services
 - temporary short-term shelter until more housing is available from local and regional partners

Near Term Pilot Programs (continued)

3. **Security:** Flexibly dispatch homeless outreach, mental health workers, unarmed security ambassadors, or law enforcement as the situation demands.
4. **Cleanliness:** Test elevator attendants to deter crime, urination, defecation, and drug use, and make elevators safe and pleasant for seniors, people with disabilities, travelers with luggage, and others.
5. **Bus Stops:** Work with cities to provide shelters at bus stops, and test low-cost seating, possibly cooling, lighting, real time information, and wayfinding for people who are blind or low vision.

Other Highlights (subject to funding)

- A. Metro Bus Reliability:** To avoid missed runs, maintain higher Operator Assignment Ratio and consider fast-track hiring for licensed commercial drivers
- B. Real Time Information:** Feed data from improved prediction engine to apps to accurately predict Metro ETA's, and replace 18-year-old ATMS system
- C. Speed:** More bus-only lanes and rail/bus signal priority
- D. Cleanliness:** Resume funding for vinyl seats
- E. Security:** Resume funding for Call Points

Customer Experience Improvement Menu

25 items on the menu totaling:


FY21 midyr	FY22	FY23	FY24
\$ 5.6 million	\$ 170.0 million	\$ 344.7 million	\$ 272.4 million

Note that Metro's FY21 budget is 16.5% less than the prior year due to the pandemic. Funding these customer experience improvements will depend on how quickly the pandemic ends and the economy rebounds.

Future Customer Experience Plans

1. Journey mapping and equity
2. Organizational culture and values
3. Out-of-town visitors





Metro 2020 Customer Experience Plan

Thank You



Metro

Board Report

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

File #: 2020-0734, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 35.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 19, 2020

SUBJECT: 2021 LEGISLATIVE PROGRAM

ACTION: APPROVE STAFF RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2021 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2021 State Legislative Program as outlined in Attachment B.

ISSUE

The Board of Directors adopts, on an annual basis, a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County. Pursuant to the goals outlined in the Long-Range Transportation Plan (LRTP), Equity Platform, Vision 2028 Plan, and other board directives, we will continue to evaluate and consider long term strategic advocacy and legislative goals for the agency as outlined in the plan. We will continue to work with the implementing departments within Metro to develop the broader objectives and will bring to the Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

DISCUSSION

Policy Implications

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding and regulatory actions needed at the state and federal levels. The program provides policy direction to our advocacy activities in Sacramento and Washington, D.C. To achieve these important goals, Government Relations staff will implement a long-term legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California and with Federal officials. The Legislative Program directs staff to monitor and engage in a number of legislative and advocacy efforts. The

[Government Relations Legislative Matrix <http://libraryarchives.metro.net/DB_Attachments/201110%20-%20November%202020%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](http://libraryarchives.metro.net/DB_Attachments/201110%20-%20November%202020%20-%20LA%20Metro%20Legislative%20Matrix.pdf), which is updated and presented to the Board monthly, highlights a number of bills of interest to the agency.

Federal Recap

In 2020, our agency continued to aggressively pursue our Board-approved federal legislative priorities in Washington, DC. Federal transportation programs continued to be administered under the latest surface transportation authorization bill, the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. The FAST Act was set to expire September 30, 2020, and the House of Representatives did pass a new five-year reauthorization bill (H.R. 2 - The Moving Forward Act), but agreement with the Senate and White House could not be reached leading to a one-year extension of the FAST Act.

The FAST Act now expires on September 30, 2021. H.R. 2 - championed by the Chair of the House Transportation and Infrastructure Committee Peter DeFazio (D-OR) - if enacted, would have made historic investments into transit and rail programs as well as institute broad reforms of federal transportation policies. In 2021, the outcome of the election will weigh heavily on which direction federal funding and policy moves regarding transportation infrastructure. If Democrats remain in control of the House - which as of this writing appears to be the case - H.R. 2 will likely be a framework for efforts to pass a long-term surface transportation reauthorization bill.

Among the challenges that have carried over from the previous year, the U.S. House of Representatives and U.S. Senate continued to disagree on annual appropriation bills to fund the various federal agencies and programs. While the U.S. House of Representatives approved nearly all their annual appropriations bills - including the Transportation, Housing, and Urban Development Appropriations Bill, the U.S. Senate was unable to approve any of their 12 annual appropriations bills. As of the writing of this report, the Federal Government is operating on a Continuing Resolution through December 11, 2020. Metro continues to work closely with our Los Angeles County Congressional Delegation to advocate for the priorities included in the House and Senate Appropriations bills that would benefit our agency.

Lastly, Metro worked hard in Washington, DC to successfully advance our capital projects through discretionary federal grant programs. With regards to Section 3 of the Westside Purple Line Extension, we were successful in advocating for completion of another Full Funding Grant Agreement in the amount of \$1.3 billion through the Federal Transit Administration's Capital Investment Grant Program. The completion of the Full Funding Grant Agreement for Section 3 put Metro on the path to have the project in revenue service prior to the 2028 Olympic and Paralympic Games being hosted by the City of Los Angeles. In 2021, Metro will continue to aggressively prioritize and strongly advocate for the pillar projects and other important transit capital projects to be included in the pipeline for future awards of funding through the Capital Investment Grant Program.

In January 2021, Congress will begin the first session of the new 117th Congress. Metro will continue to work closely with the Administration, the U.S. Department of Transportation and Congress to leverage our local funding to advance transit, highway and other effective mobility projects across Los Angeles County. (The complete 2021 Federal Legislative Plan is outlined in Attachment A)

State Recap

During the 2020 State Legislative Session, the California Legislature and Governor Newsom worked to bring the state's economy back after devastating wildfires and sought recovery during the COVID-19 pandemic. The legislature passed a number of proposals that focused on that state's climate change goals, transportation projects, workforce recovery and funding. To respond to the rapidly changing nature of the pandemic, the Legislature had to completely change the way they do business. The legislature moved to approve remote voting for members due to health precautions, the State Capitol had extremely limited in-person capacity, policy committees made accommodations for remote testimony and presentations. Due to extended recess, the legislature made an unprecedented decision to shorten the legislative session and leadership from both the Assembly and Senate urged members to focus their legislative portfolios on COVID-19 relief, wildfire recovery and other pressing issues. The Governor's timely executive orders, and the state legislature's emphasis on economic recovery and relief, high-speed rail, wildfires and climate change pointed to the need to prioritize the state's recovery following widespread wildfires and ongoing impacts from the COVID-19 pandemic across industries.

This legislative session, our advocacy efforts focused heavily on the bills that the Metro Board directed staff to pursue through the 2020 Legislative Program goals and a number of proposals that would have impacted a number of Metro's programs. Metro's 2020 State Legislative priorities focused on seeking additional funding and policy changes to accelerate Metro's Four Pillar projects, clarification with respect to Metro's design-build authority, enhancing bus-only lane enforcement, and extending certain exemptions to spur affordable housing development. One key priority for Metro's ongoing advocacy efforts was and continues to be privacy issues related to Metro's tolling authority and Express Lanes program implementation. Privacy issues will continue to be of central concern to the Legislature overall and this issue will continue to be a cross-cutting concern across Metro's services and programs. Due to the shortened legislative session, a number of our sponsored proposals did not move forward during the session.

Senator Ben Allen authored SB 664, proposing policy changes that would clarify certain provisions in statute related to Metro's operations of the ExpressLanes. These policy changes sought to create stronger privacy protections for toll customer data, clarify provisions related to interoperability among toll operators, and improve certain aspects related to citations and toll collection. The 2020 State Legislative Program Goals provided staff with the direction to support legislation that enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy. The Board has also directed staff, through the adoption of the 2020 State Legislative Program goals to support legislation that amends the CA Streets and Highways Code that impact Metro's interoperability with other California Toll agencies. Metro staff continues to remain engaged in discussions to ensure that the future expansion of Metro's ExpressLanes network is successful. In doing so we will work with the all of the tolling agencies in California, the Chairs of the respective committees, leadership and the Los Angeles County Delegation to ensure that accurate information is available to decision makers and to ensure that we are able to maintain interoperable programs while protecting travelers' personally identifiable information.

Our work with the Los Angeles County Legislative Delegation has borne fruit with the Governor's

appointment of additional Southern California-based Commissioners to the California Transportation Commission (CTC). Hilary Norton, representing the Los Angeles area, has been elected Chair of the CTC. This legislative session, a number of Transit and Intercity Rail Capital Program funds were awarded in Los Angeles County, along with other Senate Bill 1 discretionary grants. We will continue to work with State leadership and the legislative delegation to ensure that Los Angeles County receives a proportionate share of state transportation funds.

Despite the shortened session and the need to narrow legislative priorities in both houses, two key CEQA reform bills passed the legislature this year, Senate Bill 288 (Wiener) and Senate Bill 757 (Allen). Metro also supported the California Transit Association's efforts to seek state and federal relief funding and policy changes to help transit agencies continue to operate throughout the COVID pandemic and subsequent substantial ridership losses. Below is a summary of the major legislation relevant to Metro's work that moved through the legislative process this year.

- **SB 757 (Allen/Atkins):** This Metro-sponsored legislation was the first CEQA streamlining legislation of its kind for public transit, and would have granted the AB 900 (2011) shortened CEQA litigation period to key environmental leadership transit projects. Unfortunately, since SB 995 (Atkins) did not pass, SB 757 was vetoed by the Governor.
- **SB 288 (Wiener):** This bill included provisions to expand statutory CEQA exemptions for key active transportation, bus rapid transit and other capital projects. The bill was signed into law - and Metro staff are evaluating potential projects that could be considered for the new CEQA exemptions under this bill.
- **AB 2337 (Bloom):** This Metro-sponsored legislation would have authorized Metro to pilot a program that allowed for front-facing cameras on our buses in order to capture parking violations in bus-only lanes. The bill was put on hold at the author's request due to COVID.
- **AB 1350 (Gonzalez), AB 2012 (Chu), and AB 2176 (Holden):** This trio of bills shared a common goal, to encourage transit agencies to establish free student and senior transit pass programs. Metro's Board of Directors took "Work With Author" positions on all of these bills. AB 1350 was subsequently substantially amended to address high school diploma attainment during the COVID-19 crisis, while AB 2012 and AB 2176 did not move forward in the committee process.
- **ACA 5 (Weber):** This Assembly Constitutional Amendment would repeal Section 31 of Article I of the California Constitution. Section 31 of Article I was added to the Constitution through the passage of Proposition 209 in 1996, which prohibited affirmative action programs in public education, contracting, and employment. Metro's Board took a Support position on this bill. The bill passed the legislature and was on the November 2020 General Election ballot as Proposition 16. Proposition 16 failed to pass.

Metro staff were also regularly engaged in discussions around COVID-19 relief bills for public employers that would have impacted our workforce. The list below outlines bills reviewed by multiple departments of Metro staff.

- **AB 3216 (Karla):** This would clarify provisions related to the re-hiring and retention of employees of certain industries (airports/hotels/etc) that were laid off due to the COVID-19 state of emergency. This bill was vetoed by the Governor.
- **SB 1159 (Hill):** This would define new provisions for injury or death related to COVID-19. This

bill was signed by the Governor.

- **AB 685 (Reyes):** This would create new OSHA provisions for providing notice to employees with possible exposure to COVID-19. This bill was signed by the Governor.
- **SB 1383 (Jackson):** This would add new employer requirements regarding unpaid leave and would amend the California Family Rights Act (CFRA) to require employers in the state to provide unpaid leave. This bill was signed by the Governor.

An additional priority for Metro's ongoing advocacy efforts include the need to provide certainty and stability to our power supply as we work to meet the agency's ambitious Zero-emission Bus Plan. Metro staff have been engaged in discussions with LADWP and Southern California Edison to plan for future needs on a regular basis. Most recently, staff has worked to clarify Metro's Essential Use Designation to ensure power supply in the event of a major event or power shutoff. Next year, staff will work to engage the California Public Utilities Commission (CPUC) on these issues and will continue to ensure that statewide policy decisions do not hinder the final plans for the Zero-emission Bus Plan roll out.

During next year's legislative session, we will continue to monitor statewide recovery policy and funding efforts. We will also be working to ensure that the gubernatorial administration addresses the need for critical transportation infrastructure and housing policies that help LA County to address our long-term sustainability goals.

As in previous years, our State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the members of the Los Angeles County State Assembly and Senate delegation in support of the Board-adopted Legislative program, Vision 2028, 28 by 2028, Zero-Emission Bus Plan and LRTP goals. State advocacy efforts will also continue to support Metro's Planning Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC. Staff will also engage in discussions and advocate for state policies and funding opportunities as the Board approves directives to implement new initiatives that would address Metro's goals to implement the Equity Platform, Fareless System Initiative, Better Bus, and Affordable Housing.

In addition to the above, staff will be working to address a variety of other specific policy issues in the Legislative process, budget process as well as in various administrative processes in Sacramento (the entire 2021 State Legislative Program is outlined in Attachment B). These include but are not limited to:

- Clarifying Metro's procurement statutes;
- Expanding Metro's authority to install forward-facing cameras on its bus fleet to enforce bus-only lanes;
- Clarifying the process by which CEQA is implemented with respect to Metro's transit and affordable housing development projects;
- Clarifying statutes related to Metro's Express Lanes program implementation and tolling authority;
- Exploring how Enhanced Infrastructure Financing District authorization and other value capture strategies can be leveraged as a funding tool for Metro's projects;
- Clarifying provisions of Metro's authorizing statute that would affect Metro's ability to

implement fare-capping or a fareless transit system;

- Implementation of AB 5 (Gonzalez) and evaluating its potential impacts on Metro's programs;
- Working with the California Public Utilities Commission and the California Air Resources Board to advance Metro's Zero Emission Bus Program;
- Working with the Gubernatorial Administration and key leadership in ensuring that the Governor's Executive Orders on Sustainability align with Metro's plans; and
- Supporting the allocation of cap and trade funds to Los Angeles County.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have an impact on safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in Metro being ill prepared to address the policy and legislative challenges that will arise during the coming year.

NEXT STEPS

Government Relations staff will continue to regularly sponsor (virtual) briefings in Washington, D.C. and Los Angeles County for our Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees and with officials in the incoming Administration. We have and will continue to place a strong emphasis on briefings for professional staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills. Metro looks forward to continuing to be an active stakeholder as Congress takes action on reauthorizing the surface transportation authorization bill - the FAST Act - which expires on September 30, 2021. Metro has played an active role in shaping discussions on a new surface transportation bill and will forcefully advocate for our Board-approved Rebuilding America initiative to be embedded in any new transportation bill or infrastructure stimulus measure.

In Sacramento, we will continue to develop and strategically advance our agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders including, the Governor, Caltrans Director, California Transportation Commission, and the California State Transportation Agency.

Government Relations staff will initiate briefings for the Gubernatorial Administration, members of the Legislature as well as committee staff. We will also work with state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep

in close contact with new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to engage in strategic advocacy and legislative efforts related to a number of transportation issues and inform the Board of those efforts. Pursuant to the Board adopted Board Advocacy Plan we will also work closely with the Board to utilize Board member's relationships and experience in legislative matters.

Government Relations will continue to ensure that our legislative priorities and efforts are coordinated with our regional transportation partners, including Metrolink, Southern California Associations of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

In addition, Government Relations will continue to pursue state and federal legislative initiatives that promote the efficient and rapid delivery of Measure R and Measure M projects as well as leverage Measure R and Measure M funds for additional state and federal transportation resources, and to form a coalition to protect state revenues.

The first year of the 2021-2022 State Legislative Session will commence on December 7, 2020. The U.S. House of Representatives and U.S. Senate are scheduled to begin the 117th Congress this coming January, 2021.

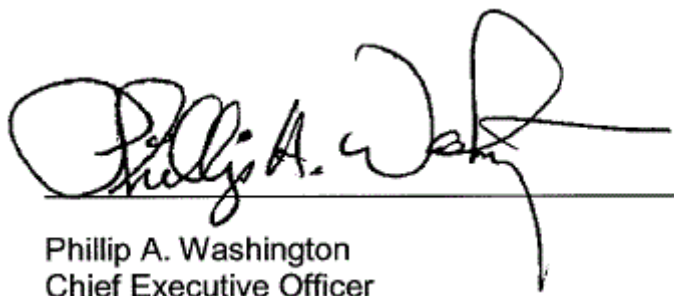
ATTACHMENTS

Attachment A - 2021 Federal Legislative Program

Attachment B - 2021 State Legislative Program

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Phillip A. Washington
Chief Executive Officer

2021 FEDERAL LEGISLATIVE PROGRAM

GOAL #1: PROPOSING TO CONGRESS AND THE ADMINISTRATION OUR REBUILDING AMERICA INITIATIVE TO BOLSTER FEDERAL SUPPORT FOR OUR AGENCY'S GOAL TO ACCELERATE OUR AMBITIOUS CAPITAL PROGRAM

Proposed Activities:

Support federal surface transportation authorization legislation (that will replace the FAST Act that expires on September 30, 2021) that embraces our Rebuilding America initiative that sets forth five key goals for Congress and the Trump Administration to adopt in order to strengthen federal transportation programs. These five goals are:

1. Increasing the length of future surface transportation authorization bills to increase the certainty needed by our agency and other transportation entities to appropriately plan for the future and decisively increases funding for the federal New Starts program as reflected in the Invest in America Act.
2. Increase the federal gas tax to address the federal Highway Trust Funds' solvency issues.
3. Authorize America Fast Forward Transportation Bonds to provide a powerful new finance tool for transportation agencies to use when financing major capital projects.
4. Expand and reform the Projects of National and Regional Significance program – first authorized in SAFETEA-LU.
5. Increase federal support for proven workforce development programs that will ensure Metro and other transportation agencies continue to have a skilled workforce for our expanding transportation systems.

GOAL #2: WORK TO BOLSTER THE FEDERAL TRANSIT ADMINISTRATION'S CAPITAL INVESTMENT GRANT PROGRAM AND OBTAIN NEW STARTS FUNDING FOR ELIGIBLE METRO TRANSIT PROJECTS

Proposed Activities:

Continue to work with the Los Angeles County Congressional Delegation, transportation leaders in the House and Senate and the U.S. Department of Transportation to bolster funding – through the appropriations process - for the federal Capital Investment Grant program (CIG). Additionally, work to reform the program to improve the application process. The CIG program is vital in assisting Metro to build new high capacity transit projects throughout Los Angeles County. Metro currently receives funding through this

program for the Westside Purple Line Extension (Section 1), Westside Purple Line Extension (Section 2), and the Westside Purple Line Extension (Section 3). Over the last decade, Metro has secured over \$5 billion through Full Funding Grant Agreements and TIFIA loans issued by the U.S. Department of Transportation. Additionally, Metro will continue to advocate for the reform of the CIG program to allow for great efficiency in project delivery.

GOAL #3: WORK WITH THE U.S. DEPARTMENT OF TRANSPORTATION TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES

Proposed Activities:

Historically, the U.S. Department of Transportation has played a vital role in assisting and coordinating with regional transportation agencies to ensure enhanced mobility during the Olympic and Paralympic Games held in the United States. Metro will work with officials at the White House and the U.S. Department of Transportation to ensure the free flow of information on the opportunity for the federal government to fund the many mobility enhancing projects being built and being planned across Los Angeles County by our agency.

GOAL #4: SEEK TO RESTORE OBAMA-ERA REFORMS TO FEDERAL LOCAL HIRE RULES

Proposed Activities:

Work with the Administration, Congress and other relevant stakeholders to restore Obama-era Local Hire reforms. Included in this effort would be our agency making the case that local hire programs do not impact competition based on evidence from Metro's experience with the Local Hire Pilot Program. Included in this effort, Metro will work to also support legislation, such as the Build Local, Hire Local Act that was introduced in the 116th Congress.

GOAL #5: CONTINUE TO WORK WITH METROLINK TO SUPPORT FUNDING FOR STATE OF GOOD REPAIR AND CORE CAPACITY PROJECTS

Proposed Activities:

Work to support Metrolink's board approved State of Good Repair and Core Capacity project list by ensuring federal funding is applied to these important projects. Additionally, Metro will support programs that benefit commuter rail through the next surface transportation authorization bill.

GOAL #6: SUPPORT REFORMS TO FEDERAL POLICIES AND FUNDING THAT WOULD BENEFIT METRO'S NEXTGEN INITIATIVE

Proposed Activities:

Continue to seek reforms to federal programs that support bus operations as well as increase funding for both formula and discretionary bus grant programs that can strengthen our agency's NextGen initiative.

GOAL #7: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR U.S. DOT GRANT PROGRAMS

Proposed Activities:

Organize strategic advocacy plans in coordination with local and regional stakeholders as well as Los Angeles County's Congressional Delegation to demonstrate strong support for grant applications that Metro submits to the U.S. Department of Transportation. These grant applications would be for, but not limited to, the INFRA Grant Program, BUILD Grant Program, Bus and Bus Facilities, and the LoNo Grant Program.

GOAL #8: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY IMPROVE HOMELESSNESS

Proposed Activity:

Consistent with Board directives, Metro will support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies.

GOAL #9: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO'S ABILITY TO IMPLEMENT VISION 2028, THE AGENCY'S FIVE-POINT PLAN

Proposed Activities:

The Metro Vision 2028 Plan is the agency-wide strategic plan that creates the foundation for transforming mobility in LA County over the next 10 years. Future advocacy efforts will be guided by the Board-approval of the specific Vision 2028 activity.

Metro's Five-Point Plan outlines how Metro's programs and initiatives aim to: • Implement Mobility Innovation • Capture the Hearts and Minds of the People • Embrace Equity • Foster Continuous Improvement • Step into Leadership Voids

Monitor legislation that would impact Metro's ability to implement the strategic goals outlined in Vision 2028; Monitor legislation that would impact Metro's ability to implement the aspects of the Five Point plan; and Support legislation and initiatives that would increase Metro's ability to implement Vision 2028 and the Five-Point Plan.

GOAL #10: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

Work to encourage federal support for our CEO's goal of creating a Center of Transportation Excellence within Los Angeles County – which would result in having a rolling stock production facility in Los Angeles County. Our agency will, consistent with the relevant Los Angeles County Board of Supervisors resolutions, closely collaborate with Los Angeles County's CEO and their professional staff, in addition to other municipal leaders, in identifying viable locations, both short and long-term, for an industrial complex to potentially include rail and bus manufacturing plant in Los Angeles County. This complex may also include, but not be limited to, suppliers of rail and bus parts, a rail test track and a climate-controlled facility for testing purposes.

GOAL #11: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws;
2. Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;
3. Work with the Administration to avoid negative impacts as a result of implementation of tariffs on steel and various rolling stock parts and materials;
4. Work to support funding for active transportation such as bikeshare and other first/last mile mobility solutions;
5. Work closely with the Administration and USDOT on regulations and proposed rulemakings that impact Metro;
6. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations;
7. Work to create and implement a federal program that supports Metro's Fareless Transit Initiative, including but not limited to, supporting legislation like the Freedom to Move Act that was introduced in the 116th Congress.
8. Work with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding;

9. Support legislation that would create new financial incentives to facilitate the development of affordable housing around transit;
10. Seek to ensure tax benefits and credits that are important to Metro remain in the U.S. tax code.
11. Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities.

2021 STATE LEGISLATIVE PROGRAM GOALS

GOAL #1: ENSURE THE STATE CONTINUES TO SECURE, PROTECT, AND FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS IN THE STATE WITH EXISTING COMMITMENTS

Proposed Activities:

Protect Metro's key fund sources;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 for Los Angeles County;

Support and preserve key funding sources under Senate Bill 1;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues which have been funded by the sales tax on diesel fuel;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs; and

Oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1.

GOAL #2: SUPPORT LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS AND INITIATIVES

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's priority projects, initiatives and programs;

Work with statewide partners on any efforts to develop new transportation-related fees or taxes to fund mobility improvements in Los Angeles County;

Support legislation that authorizes, clarifies or expands the implementation of innovative funding mechanisms for regional transportation planning agencies and the County of Los Angeles;

Support legislation that protects Metro's authority to collect dedicated local sales tax revenues and clarifies the State's implementation of the Wayfair Decision;

Monitor the California Department of Tax and Fee Administration's efforts to implement the Wayfair Decision; and

Support legislation that would enhance opportunities for Opportunity Zones, Value Capture or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO'S BOARD-ADOPTED LONG-RANGE TRANSPORTATION PLAN (LRTP)

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Program, freight corridor programs and bond funds;

Support legislation that would better position Metro to receive funding through various state programs; and

Support legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for transit projects.

GOAL #4: SUPPORT EFFORTS TO IMPROVE SAFETY ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area; and

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double tracking single track portions of Metrolink's service area.

GOAL #5: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP AND TRADE PROGRAMS

Proposed Activities:

Ensure Cap & Trade funds are allocated to transportation, that Los Angeles County receives a proportionate share; and

Support Legislation that would allocate additional Cap & Trade funds to support key Metro priorities, such as Metro's transit capital program, zero-emission bus conversion and fare-free transit.

GOAL #6: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32 and SB 375 (including sustainable community strategies and related initiatives/ documents);

Work in partnership with the California Air Resources Board (CARB), California Transit Association (CTA), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives;

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

Support legislative efforts to include programs affecting environmentally sensitive stakeholders and clean air programs in our region, particularly with regards to regional transit planning, construction, and procurement efforts;

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs;

Monitor legislation and regulatory actions that would affect redevelopment, housing and regional planning efforts statewide and in Los Angeles County;

Support legislation that incorporates elements of Metro's transit-oriented communities strategies in regional housing planning and development;

Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan and other Board directives.

GOAL #7: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS AND ENHANCE TRANSPORTATION AND INFRASTRUCTURE FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Work with Governor Newsom's Administration to preserve and increase flexibility in the use of transportation, development, and housing funds;

Identify and pursue opportunities for additional funding and policy reform for Southern California transportation infrastructure and transit oriented and affordable housing development projects;

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Support formula distribution of the State's FSP program funding that addresses Los Angeles County's population, congestion levels and service performance;

Oppose any efforts to modify Senate Bill 1 (Beall, 2017) programs that would reduce funding for Los Angeles County;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs;

Support or sponsor legislation that would create new financial incentives, including and expansion of the welfare exemption for units covenanted at up to 120% of Area Median Income, to facilitate the development of affordable housing around transit; and

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #8: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit;

Oppose legislation that would seek to restructure the Metro Board of Directors;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;

Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Support legislation that would support or enhance Metro's long-term plans for energy resiliency;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for and specified exemptions for transportation projects with continued collaboration of statewide stakeholders and organizations;

Monitor the implementation of pension reform (PEPRA) so that Metro is able to maintain a stable work force and ensure adequate succession planning;

Monitor the implementation of AB 5 (Gonzalez, 2019) and continue to evaluate the potential impacts on Metro's programs and services.

Support legislative efforts that would provide certain exemptions for the taxicab industry and disabled access transportation operators from the provisions outlined in AB 5 (Gonzalez, 2019);

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Support efforts to enhance the use of electronic fare payment or smart card technology;

Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operations; and

Support legislation and funding opportunities that support the Board approved Twenty-Eight by 2028 initiative.

GOAL #9: OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPOORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION

Proposed Activities:

Support legislation that -

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy.
3. Amends or clarifies California vehicle code sections to authorize Metro to enforce occupancy requirements in the ExpressLanes;
4. Amends Streets and Highways codes that impact Metro's interoperability with other California toll agencies.
5. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
6. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
7. Supports and authorizes flexibility in how net toll-revenues are re-invested in support of an expanded corridor network of ExpressLanes in Los Angeles County.
8. Explore and support legislation that would authorize Metro to expand the use of pricing in Los Angeles County in partnership with local municipalities.

Oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.
2. Negatively impact financial viability and local control of ExpressLanes revenues.

3. Limit Metro's ability to expand the ExpressLanes network.

GOAL #10: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY END HOMELESSNESS AND ADVANCE SYSTEM, SECURITY AND LAW ENFORCEMENT GOALS

Proposed Activities:

Support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies;

Monitor legislation and funding opportunities that impact and incentivize the development of affordable and transit-adjacent housing;

Support legislation or administrative actions that would designate Metro's transit system as critical infrastructure to prioritize funding and align agency policies; and

Monitor legislation, initiatives and programs that would impact Metro's system security and law enforcement activities.

GOAL #11: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY

Proposed Activities:

Support legislation, initiatives, and programs that aim to –

- Reduce the costs and time to deliver affordable housing
- Complement Metro's TOC Policy (including anti-displacement and anti-gentrification policies);
- Stabilize and enhance housing affordability in existing communities; and
- Provide resources to Metro, LA County jurisdictions and other partner agencies to develop land use policies that support equitable transit-oriented communities;

Support legislation and funding opportunities that incentivize and support the development of affordable and transit-adjacent housing;

Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;

Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development grants; and,

Seek to program modifications that recognize Metro's land discount as a significant contribution to affordable projects.

GOAL #12: SUPPORT EFFORTS TO ESTABLISH AND IMPLEMENT A COUNTYWIDE COMMUTER TAX BENEFIT ORDINANCE AND TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Proposed Activities:

Monitor legislation that would enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options and that would strengthen Metro's ability to carry out a countywide TDM program.

Support legislation and explore funding opportunities that would allow for Metro to establish a robust and comprehensive Transportation Demand Management program;

Support CARB's efforts to implement the State of California's Parking Cash-Out law for worksites within Los Angeles County; and

Support legislation that would expand authority for Metro or other entities to establish Commuter Benefit Programs.

Explore legislative remedies to establish or expand Los Angeles County's existing Commuter Benefits Programs.

GOAL #13: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Metro supports the California High Speed Rail Project.

Metro is encouraged by the efforts to incorporate a blended corridor concept in its planning and to continue to evaluate and identify the need to connect the project to Los Angeles County.

We encourage the State to make specific commitments to funding the segment connecting to Los Angeles County and to maintain this segment as a high priority in future plans.

Metro supports the allocation of funding to elements of the blended corridor concept in Los Angeles County to support the ultimate completion of the High Speed Rail project.

Proposed Activities:

Advocate for the full allocation of funding to the Link Union Station project and other corridor enhancements in Los Angeles County which support the ultimate completion of the High Speed Rail project;

Ensure timely implementation of Proposition 1A including allocation of connectivity funds;

Support legislation that preserves “book-end” funding for early-action projects identified as vital to the delivery of the HSR project in Southern California;

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved; and

Support streamlining project approvals under Caltrans’ NEPA assignment authority.

GOAL #14: SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State’s Trade Corridor Enhancement Program;

Support regional and statewide efforts to secure and preserve funding for freight corridors; and

Support regional and statewide efforts to fund innovations in clean-freight technology.

GOAL #15: SUPPORT LEGISLATIVE ACTIONS AND FUNDING THAT WILL ENHANCE TRANSIT CUSTOMER EXPERIENCE, INCLUDING SUPPORT FOR POLICIES AND FUNDING THAT WILL HELP METRO TO IMPROVE BUS SERVICE AND THE CUSTOMER EXPERIENCE

Proposed Activities:

Support legislation and explore potential funding mechanisms that would impact Metro’s ability to implement the goals and objectives in studies currently underway at Metro, such as the Better Bus Initiative and improving the customer experience; and

Support legislation that supports Metro’s goals of achieving equity and expanding access to transit for riders in LA County’s disadvantaged communities.

GOAL #16: SPONSOR LEGISLATION THAT WOULD ENHANCE METRO'S ABILITY TO DELIVER ITS PROGRAMS AND SERVICES

Explore and support legislation to streamline and clarify electrical utility billing for Metro.

Explore and support legislation that would clarify provisions of the EIFD statute to fund Metro's projects and programs.

Support or sponsor legislation that would create new financial incentives, including and expansion of the welfare exemption for units covenanted at up to 120% of Area Median Income, to facilitate the development of affordable housing around transit.

Explore and potentially sponsor legislation that would clarify provisions of state law that impact Metro's commercial leasing and real property disposition and ground leasing for transit-oriented developments and affordable housing.

Proposed Activities:

Sponsor legislation that would clarify provisions of CEQA to enhance Metro's ability to deliver Measure M projects and affordable housing projects.

Sponsor legislation that would authorize the use of forward-facing cameras on Metro's buses and in dedicated bus lanes.

Sponsor legislation to update various provisions of Metro's procurement statutes to conform those provisions to those of other agencies.

Sponsor legislation to amend provisions in state law to support the implementation of the CEO's potential Fareless System Initiative Recommendations.



Metro

Board Report

File #: 2020-0669, **File Type:** Informational Report

Agenda Number: 41.

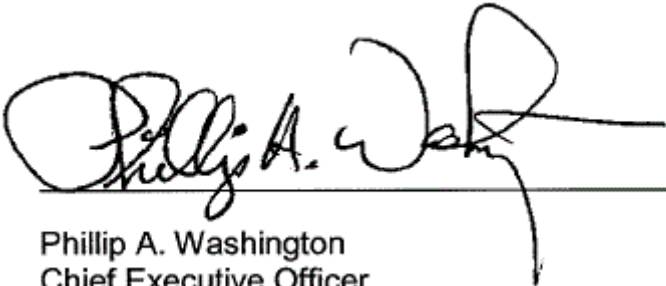
**REGULAR BOARD MEETING
DECEMBER 3, 2020**

SUBJECT: UPDATE CRENSHAW/LAX PROJECT

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Crenshaw/LAX Project.



Phillip A. Washington
Chief Executive Officer

Crenshaw/LAX Transit Project Schedule Presentation – December 3, 2020



Budget / Schedule

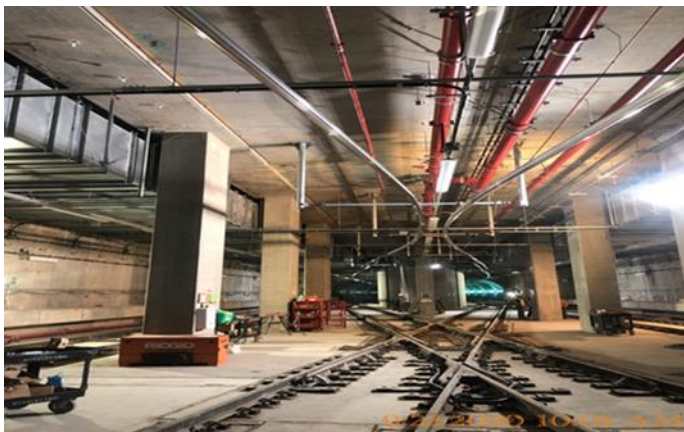
◆ BUDGET

	<u>Current</u>	<u>Forecast</u>
TOTAL COST	\$2,148M	\$2,148M

⚠ SCHEDULE

	<u>Current</u>	<u>Forecast</u>
REVENUE OPERATION	May 2021	TBD - 2021

- Overall Project Progress is 97.0% complete
- Contractor is not applying sufficient work force to complete their remaining work
- Metro continues to work with contractor to mitigate the schedule forecast; emphasizing safety and reliability in final acceptance of project elements and systems
- Remaining work is primarily systems – power, train control, station/tunnel fire life safety and communications



EXPO/CRENSHAW STATION – Installing supports and fixtures for the crossover lighting at the invert level



MARTIN LUTHER KING JR. STATION – Installing edge lighting at the plaza level



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On target



Possible problem



Significant Impact

*Contractor Substantial Completion

Project Sequence of Completion

- Installation of Equipment (Contractor)
- Local Field Acceptance Tests – (LFAT) (Contractor)
- Systems Integration Tests – (SIT-1) (Contractor)
- Vehicle Software – (P3010) Metro (Carborne)/Contractor (Wayside)
- Systems integration Tests (SIT-2)- interface with Rail Operations Control (ROC) – Metro
- Training, Simulated Service, Emergency Drills - Metro
- Safety Certification – California Public Utility Commission
- Revenue Service

Status

- Contractor had committed to substantial completion by December 2020
- Progress monitoring indicates that this goal will not be achieved
- Schedule projections are dependent on number of variables - productivity, contractor resources, amount of re-work, testing success rate and complexity of work
- Contractor needs to make more progress in LFAT testing before a reliable estimate of completion can be made
- Consider strategies such as overlapping activities

WSSC Contract

Milestone Substantial Completion Forecast

- WSSC needs to make significant performance improvement by taking the following potential mitigation actions:
 - Add crews and resources to prepare/complete required prerequisites before conducting Local Field Acceptance Tests and System Integration Tests,
 - Double testing personnel and increase to two work shifts,
 - Double dedicated management and integration supervision to complement increased work force,
 - Develop a realistic plan to complete testing, and
 - Increase schedule measurement resource for real time tracking of progress.

Overall Systems Completion Status

Segment A (8+08.15 - 159+50)				
Systems	Traction Power	OCS /OCR	Train Control	Communication
Installation	100%	100%	100%	85%
LFAT Test	95%	75%	90%	9%
SIT-1 Test	10%	85%	5%	0%
Segment B1 (159+50 - 274+00)				
Systems	Traction Power	OCS /OCR	Train Control	Communication
Installation	95%	100%	100%	70%
LFAT Test	90%	95%	90%	10%
SIT-1 Test	10%	50%	5%	0%
Segment B2 (274+00 - 364+80)				
Systems	Traction Power	OCS /OCR	Train Control	Communication
Installation	100%	100%	100%	80%
LFAT Test	95%	91%	90%	10%
SIT-1 Test	N/A	46%	5%	0%
Segment C (364+80 - 448+34)				
Systems	Traction Power	OCS /OCR	Train Control	Communication
Installation	100%	100%	95%	65%
LFAT Test	95%	75%	85%	5%
SIT-1 Test	10%	0%	0%	0%



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Schedule considerations

- Current field team personnel (Metro, contractor, subcontractors) are experienced and committed to a successful start-up
- Equipment interfaces are very complex, but the technology is service proven
- The most recent tunneling project that Metro opened was a small section of the Eastside Extension, so there are systems project characteristics that are new to Metro projects as technology has advanced since then
- Metro working to remove pieces of scope from WSCC Contract. Most significant is agreement with the City of Los Angeles to perform paving work at Park Mesa Heights

Remaining Project Key Issues

These issues will determine the final completion dates:

- Significant amount of physical installation work that remains to be completed
- Volume of complex testing that remains to be done
- 1,340 LFAT's (54%) remain as of October 31, 2020
- Subcontractor coordination and integration management
- Labor resources
- Design resources
- Ability to control schedule delays
- Amount of re-work



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WSCC Contract Liquidated Damages

Milestones per Unilateral Non-Compensable Time Extension (September 2018)	Completion Date	\$'s per Day	Accrued to Date
No. 3 – Commence all Systems Integration Testing Phase 1	September 12, 2019	\$30,000	
No. 1 – Substantial Completion	December 11, 2019	\$36,800	
Total Accrued through October 31, 2020			\$13,519,200
The daily limit for accessing Liquidated Damages is \$36,800 and the Contract Limit is \$15,000,000			

- Contractor has missed both milestone completion dates.
- The time extension stipulated that the maximum daily limit for liquidated damages would be accessed if Revenue Service on May 23, 2020 was not achieved.
- Metro is accruing liquidated damages but has not yet accessed liquidated damages in the contractor's monthly payment application.
- Metro reserved the right to assess and withhold the accrued liquidated damages in the future.

Construction Photos



Leimert Park Station – plaza, lighting, landscaping, bollards, elevator and main entrance

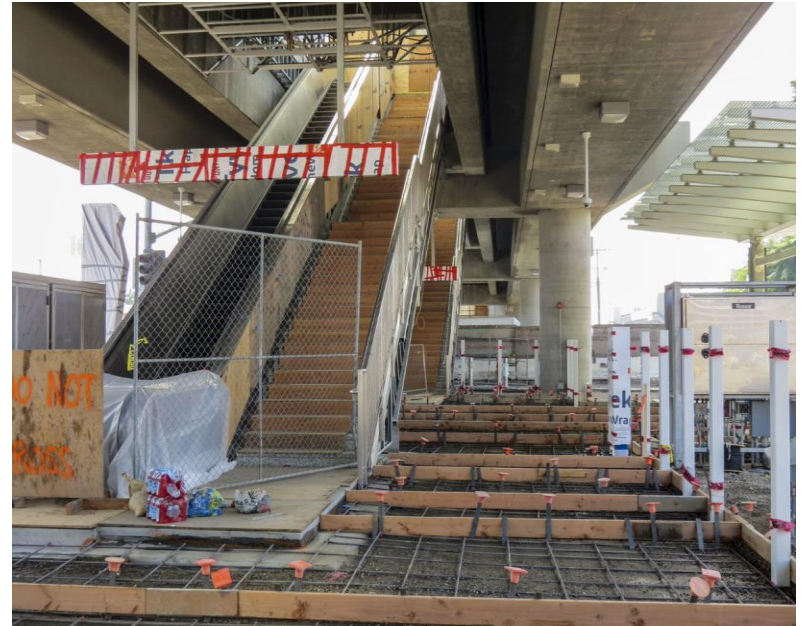


Crenshaw Street restoration at 57th Street – looking southbound

Construction Photos



Fairview Heights Station - parking, landscaping, and pedestrian crossing



Aviation Century Station – ready for concrete placement of plaza floor

Construction Photos



Downtown Inglewood Station – crews installing the platform LCD message screen



Downtown Inglewood Station – plaza, tracks and platform

Metro Efforts to Work With and Help WSCC

- Minimize additional change orders
 - Park Mesa Heights paving being done by others
 - Fiber optic diversification done by others
- Collaborative Review of Submittals
 - Same day review of critical submittals with WSCC staff present
 - RFI's reviewed in the field - allowing quicker turn around times
- Expedite required field witness testing
 - 7-day scheduling timeframe reduced to 2 days

Metro Efforts to Work With and Help WSCC (continued)

- Provide early punch list activities
 - Walk work areas early to identify potential punch list items to minimize last minute work
 - Identify remaining work required prior to closing work areas up to help reduce rework
- Weekly joint review of work schedule with WSCC and subcontractors
 - Identify scope gap issues early to allow work to occur efficiently
 - Discuss work execution logic to help work to occur efficiently
- Metro / WSCC review bi-weekly extended work schedules and activities to identify conflicts and plan future work

Conclusion

- Number of variables impact actual completion dates
- Metro continues to work with contractor to mitigate the schedule forecast
- Metro will continue to emphasize safety and reliability in final acceptance of Project elements and systems
- Remaining work is primarily systems – power, train control, station/tunnel life safety and communications



Metro

Board Report

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

File #: 2020-0746, File Type: Policy

Agenda Number: 44.

REVISED
REGULAR BOARD MEETING
DECEMBER 3, 2020

SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT

ACTION: ADOPT RESOLUTION OF NECESSITY TO ACQUIRE SUBSURFACE TUNNEL EASEMENTS W-4108, W-4109, W-4110, W-4111, W-4112, W-4114, W-4115, W-4116, W-4119, W-4201, W-4204, W-4209, W-4210, W-4301, W-4516, W-4517, W-4601, W-4602 and W-4603.

RECOMMENDATION

CONSIDER:

A. Holding a public hearing on the proposed Resolution of Necessity.

B. Adopt the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire Subsurface Tunnel Easements in the parcels identified on Attachment "A". The parcels listed above are herein referred to as "the Property."

(REQUIRES 2/3 VOTE OF THE BOARD)

BACKGROUND

Acquisition of the above-referenced subsurface tunnel easements ("Easements") is required for the construction and operation of the Westside Purple Line Extension Section 3 Project ("Project"). The Easements are required for the tunnel alignment that will connect the Century City Constellation Station with the Westwood/UCLA Station.

Written offers to purchase the Easements were mailed to the Owners of Record ("Owners") of the Property as required by California Government Code Section 7267.2. The Owners have not accepted the offer of Just Compensation made by the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), and the parties have not at this time reached a negotiated settlement on the contemplated acquisition. Because the Easements are necessary for construction of the Project, staff recommends the acquisition of the Easements through eminent domain to determine the value of the Easements, and to obtain possession thereof in order to maintain the Project's schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the Owners informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether each of the Easements is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the California Government Code has been made to the Owners, or the offer has not been made because the Owners cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA) and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received from all interested parties, LACMTA must make a determination as to whether to adopt the proposed Resolutions of Necessity to acquire the Easements by eminent domain. In order to adopt the resolutions, LACMTA must, based on the evidence before it, and by vote of two-thirds of all the members of its governing body, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolutions that have been approved by counsel, and which set forth the required findings (Attachment B).

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funding for the acquisition of the Easements is included in the fiscal year (FY) 2021 budget under Project 865523 Westside Purple Line Extension Section 3, in Cost Center 8510 (Construction Project Management), and Account Number 53103 (Acquisition of Land) and Fund 6012.

Impact to Budget

The approved FY21 budget is designated for the Westside Purple Line Extension Section 3 and does not have an impact to operations funding sources. The funds were assumed in the Long-Range Transportation Plan for the Project. This Project is not eligible for Proposition A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Equity Platform Framework Consistency

Implementation of the State's eminent domain laws assures that equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

Strategic Plan Consistency

The Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required step to acquire these properties for the Westside Purple Line Extension which will provide an additional mobility option.

NEXT STEPS

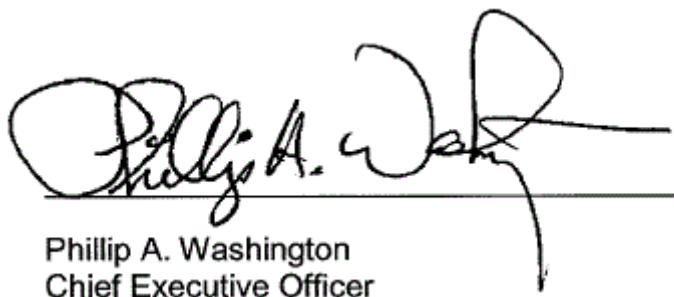
If this action is approved by the Board, the LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Easement property interest by eminent domain. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law.

ATTACHMENTS

Attachment A - List of Parcels included in Resolutions
Attachment B - Staff Report

Prepared by: Velma C. Marshall, Deputy Executive Officer, Real Property Management & Development, (213) 922-2415
Holly Rockwell, Senior Executive Officer, Real Property Management & Development, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

LIST OF PARCELS INCLUDED IN THE RESOLUTION OF NECESSITY

<u>Project Parcel:</u>	<u>Assessor Parcel Number (APN):</u>
1) W-4108	(APN 4319-011-002)
2) W-4109	(APN 4319-014-019)
3) W-4110	(APN 4319-009-172 through 4319-009-178)
4) W-4111	(APN 4319-009-117 through 4319-009-123)
5) W-4112	(APN 4319-009-072 through 4319-009-076)
6) W-4114	(APN 4319-009-032)
7) W-4115	(APN 4319-009-033)
8) W-4116	(APN 4319-009-034)
9) W-4119	(APN 4319-009-035)
10) W-4201	(APN 4327-007-016)
11) W-4204	(APN 4327-007-003)
12) W-4209	(APN 4327-008-014)
13) W-4210	(APN 4327-008-004)
14) W-4301	(APN 4327-005-069 through 4327-005-092)
15) W-4516	(APN 4326-002-161 through 4326-002-170)
16) W-4517	(APN 4326-002-195 through 4326-002-199)
17) W-4601	(APN 4326-001-211 through 4326-001-216)
18) W-4602	(APN 4326-001-217)
19) W-4603	(APN 4326-001-218)

ATTACHMENT B

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF PROPERTY FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 3

BACKGROUND

The Easements are required for the construction and operation of the Westside Purple Line Extension Section 3 Project ("Project"). Possession of the Easements is necessary between March 2021 and June 2021, depending on specific location within the approved alignment. The address, record owner (as indicated by title report ("Owners")), physical description, and nature of the property interest sought to be acquired for the Project are listed on the attached Exhibit A.

Property Requirements:

The following property requirements apply to the affected properties listed in Exhibit A:

Purpose of Acquisition: Construction and operation of underground tunnel.

Property Interests Sought: Exclusive Subsurface Tunnel Easement with upper limits and lower limits, expressed in feet as depth below finish grade, as indicated for each property in column "D" (the ranges are due to topography of the subject property lots). Full descriptions are provided in the Exhibits to Attachment B.

Written offers to acquire the Subsurface Tunnel Easements were delivered to the owners by letters dated **October 1, 2020** (W-4110, W-4111, W-4112, W-4204, W-4301, W-4516, W-4517, W-4601) and **October 6, 2020** (W-4108, W-4109, W-4114, W-4115, W-4116, W-4119, W-4201, W-4209, W-4210, W-4603) and **November 3, 2020** (W-4602). The Owners have not accepted the offers of just compensation.

A. The public interest and necessity require the Project.

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County

population and 10 percent of the jobs are concentrated in the Project area.

2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.
3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.
4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.
5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.
6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

An Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guideway, alternative alignments and transit technologies within the proposed Project Area. The fixed-guideway alternative alignments studied and analyzed during the AA process were heavy rail transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the Metro Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review.

On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012.

In June 2017, the Federal Register published a notice indicating the release of the Draft Supplemental Environmental Impact Statement (SEIS) for a 45-day comment period for the Westside Purple Line Extension Section 2. On November 22, 2017, the Federal Transit Administration (FTA) issued the Final Supplemental Environmental Impact Statement and Section 4(f) Evaluation, and the Supplemental Record of Decision (ROD) supplementing the previously issued ROD on August 9, 2012. The FTA determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related federal environmental statutes, regulations, and executive orders have been satisfied for the Westside Subway Extension (now called the Westside Purple Line Extension) Project located in Los Angeles County.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

The Project will cause private injury, including the displacement or relocation of certain owners and users of private property. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

Due to its bulk, the FEIS/FEIR is not physically included in the Board's agenda packet for this public hearing. However, the FEIS/FEIR documents should be considered in connection with this matter. It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property is necessary for the Project.

The Property is required for construction and operation of the underground tunnel connecting Century City/Constellation and Westwood/VA Hospital Stations. The selected

alignment requires subsurface tunneling beneath the Property to connect the two stations. The subsurface easements required for the Project are listed in Exhibit 1. The legal description of the required subsurface easement is attached to each Resolution of Necessity as Exhibit A and is depicted on the Plat Map attached as Exhibit B. The Property requirements were chosen based on the approved FEIS/FEIR for the Project.

Staff recommends that the Board find that the acquisition of the Property is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Obtained independent appraisals to determine the fair market value of the Easements, which included consideration of existing use of the Property, highest and best use of the Property, and impact to the remainder;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation;
3. Determined the Owner of the Property by examining the county assessor's record and a preliminary title report, and occupancy of the Property;
4. Made a written offer to the Owner for the full amount of just compensation - which was not less than the approved appraised value;
5. Provided the Owner with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that the based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner.

E. Metro has fulfilled the necessary statutory prerequisites.

Metro is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. Metro has complied with the California Environmental Quality Act.

A draft EIR/EIS was circulated for public review and comment. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012. The FEIS/FEIR documents therefore comply with the California Environmental Quality Act. Since that time, none of the circumstances identified in CEQA Guidelines Section 15162 have occurred which would require the preparation of a subsequent EIR. As set forth above, Metro has also fulfilled the statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2.

Accordingly, Metro has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board adopt the Resolution of Necessity.

ATTACHMENTS

Exhibit A –Summary of Property Owners, Requirements and Affected Properties

Exhibit B (B-1 through B-19) – Resolutions of Necessity Including Legal Descriptions and Parcel Plats

Exhibit C – Subsurface Tunnel Easement Deed

EXHIBIT A

SUMMARY OF PROPERTY OWNERS, REQUIREMENTS AND AFFECTED PROPERTIES

SUMMARY OF REQUIREMENTS AND AFFECTED PROPERTIES

A	B	C	D
Project Parcel No.	Affected Existing Property Address and Assessor's Parcel No. (APN)	Affected Property Owner	Property Requirement: Subsurface Easement Depth Limits (feet below grade) and Area (square feet)
W-4108	1830 Fox Hills Drive, Los Angeles, CA 90025 APN: 4319-011-002	JOHN D. CHAMBERS and LUCILLE H. CHAMBERS, husband and wife as joint tenants	Upper Limit: 84 - 85 Lower Limit: 129 - 130 Area: 663 SF
W-4109	1833 Fox Hill Drive, Los Angeles, CA 90025 APN: 4319-014-019	PATRICIA COOPER HELLER, Trustee of THE PATRICIA COOPER HELLER REVOCABLE LIVING TRUST dated Feb 21, 2014, as her sole and separate property	Upper Limit: 84 - 85 Lower Limit: 129 - 130 Area: 2,251 SF
W-4110	1825 Fox Hills Drive, Los Angeles, CA 90025 APN: 4319-009-172 through 4319-009-178	CENTURY VIEW CONDOMINIUMS OWNERS ASSOCIATION (see breakdown below)	Upper Limit: 80 - 85 Lower Limit: 125 - 130 Area: 1,839 SF
W-4111	10307 Missouri Ave, Los Angeles, CA 90025 APN: 4319-009-117 through 4319-009-123	MISSOURI PLAZA CONDOMINIUM ASSOCIATION, a California nonprofit mutual benefit corporation (see breakdown below)	Upper Limit: 75 - 84 Lower Limit: 119 - 128 Area: 5,448 SF
W-4112	10315 Missouri Ave, Los Angeles, CA 90025 APN: 4319-009-072 through 4319-009-076	MISSOURI AVENUE CONDOMINIUM ASSOCIATION, INC. (see breakdown below)	Upper Limit: 74 - 80 Lower Limit: 118 - 124 Area: 2,974 SF

W-4114	10316 Santa Monica Blvd, Los Angeles CA 90025 APN: 4319-009-032	JOSE A. NESSIM and FRED A NESSIM, Trustees of the JOSE AND FRED A NESSIM FAMILY TRUST dated June 30, 1971, as amended	Upper Limit: 72 - 75 Lower Limit: 115 - 118 Area: 832 SF
W-4115	10318 Santa Monica Blvd, Los Angeles CA 90025 APN: 4319-009-033	JOSE A. NESSIM and FRED A NESSIM, Trustees of the JOSE AND FRED A NESSIM FAMILY TRUST dated June 30, 1971, as amended	Upper Limit: 66 - 74 Lower Limit: 110 - 118 Area: 3,735 SF
W-4116	10324 Santa Monica Blvd, Los Angeles CA 90025 APN: 4319-009-034	NESBRO SANTA MONICA LLC, a California Limited Liability Company	Upper Limit: 64 - 71 Lower Limit: 108 - 115 Area: 3,725 SF
W-4119	10330 Santa Monica Blvd, Los Angeles CA 90025 APN: 4319-009-035	NESBRO SANTA MONICA LLC, a California Limited Liability Company	Upper Limit: 67 - 67 Lower Limit: 108 - 110 Area: 788 SF
W-4201	10351 Santa Monica Blvd. Los Angeles CA 90025 APN: 4327-007-016	SUN LIFE ASSURANCE COMPANY OF CANADA, a Canadian Corporation	Upper Limit: 68 - 74 Lower Limit: 112 - 118 Area: 6,864 SF
W-4204	10364 Eastborne Ave., Los Angeles CA 90024 APN: 4327-007-003	MOEER HAKIMI and MITRA HAKIMI, Husband and Wife, as Community Property, an undivided 50% interest, and MOEER HAKIMI and MITRA HAKIMI, as Trustees of the HAKIMI TRUST dated January 2, 2001, an undivided 50% interest	Upper Limit: 73 - 84 Lower Limit: 124 - 135 Area: 5,020 SF
W-4209	1636 S Beverly Glen Blvd, Los Angeles CA 90024 APN: 4327-008-014	OCEAN HARBOR, LLC, a California limited liability company	Upper Limit: 70 - 94 Lower Limit: 115 - 139 Area: 5,546 SF

W-4210	1622 S Beverly Glen Blvd, Los Angeles CA 90024 APN: 4327-008-004	AMAR, LLC, a California limited liability company	Upper Limit: 73 - 76 Lower Limit: 117 - 120 Area: 372 SF
W-4301	1617 S. Beverly Glen Bl, Los Angeles CA 90024 APN: 4327-005-069 through 4327-005-092	Glen Terrace Homeowners Association, Inc. (see breakdown below)	Upper Limit: 71 - 94 Lower Limit: 115 - 138 Area: 9,650 SF
W-4516	10595 Ashton Ave., Los Angeles CA 90024 APN: 4326-002-161 through 4326-002-170	ASHTON HOUSE HOMEOWNERS ASSOCIATION, California Nonprofit Mutual Benefit Corporation (see breakdown below)	Upper Limit: 58 - 60 Lower Limit: 104 - 106 Area: 4,130 SF
W-4517	1230 Westholme Ave, Los Angeles CA 90024 APN: 4326-002-195 through 4326-002-199	1230 WESTHOLME, INC., a California nonprofit mutual benefits corporation (see breakdown below)	Upper Limit: 57 - 59 Lower Limit: 103 - 105 Area: 4,468 SF
W-4601	10601 Ashton Ave, Los Angeles CA 90024 APN: 4326-001-211 through 4326-001-216	VENUS CONDOMINIUMS HOMEOWNERS ASSOCIATION, a California Non-Profit Mutual Benefit Corporation (see breakdown below)	Upper Limit: 57 - 58 Lower Limit: 101 - 102 Area: 524 SF
W-4602	10600 Wilshire Blvd., Los Angeles, CA 90024 APN: 4326-001-217	WILSHIRE WESTHOLME, LLC, a California limited liability company	Upper Limit: 50 - 66 Lower Limit: 101 - 117 Area: 21,480 SF
W-4603	10636 Wilshire Blvd, Los Angeles CA 90024 APN: 4326-001-218	MIRA CAPITAL, L.P.	Upper Limit: 64 - 66 Lower Limit: 110 - 112 Area: 1,091 SF

Exhibit A (Continued)**Parcel W-4110 1825 Fox Hills Drive, Los Angeles, CA 90025****HOA:** CENTURY VIEW CONDOMINIUMS OWNERS ASSOCIATION

APN	OWNER
4319-009-172	AZIZ INVESTMENTS, INC., a Nevada Corporation
4319-009-173	SOLLY YAMIN, a married man as his sole and separate property
4319-009-174	SOLLY YAMIN, a married man as his sole and separate property
4319-009-175	DEBORAH LEVY, a married woman as her sole and separate property
4319-009-176	CHRISTOPHER DANNAKER and CYNTHIA DANNAKER, Trustees of THE CHRISTOPHER DANNAKER AND CYNTHIA DANNAKER REVOCABLE TRUST
4319-009-177	MEHDI AKBARI, a single man
4319-009-178	AZIZ INVESTMENTS, INC., a Nevada Corporation

Parcel W-4111 10307 Missouri Avenue, Los Angeles, CA 90025**HOA:** MISSOURI PLAZA CONDOMINIUM ASSOCIATION, a California nonprofit mutual benefit corporation

APN	OWNER
4319-009-117	EMILY F. LIU, Trustee of the EMILY F. LIU TRUST dated July 29, 1998 as to an undivided 90% interest and ROBERT W. LIU and MIMI W. LIU TRUSTEES of the LIU LIVING TRUST dated December 9, 1989 as to an undivided 10% interest, as tenants in common
4319-009-118	MIKE BOZIN and ANNA YUFA, husband and wife as joint tenants
4319-009-119	FARIDEH ZARIFPOUR, a widow
4319-009-120	YUSKA, LLC, a California limited liability company
4319-009-121	JAY LEONG and CHRISTY WONG WING YI, husband and wife as community property with right of survivorship
4319-009-122	NAN JIA a single man
4319-009-123	THOMAS JOSEPH KEVILLE and TERRI DONNA KEVILLE, husband and wife as joint tenants

Parcel W-4112 10315 Missouri Avenue, Los Angeles, CA 90025**HOA:** MISSOURI AVENUE CONDOMINIUM ASSOCIATION, INC.

APN	OWNER
4319-009-072	JUSTIN JOSEPH HESKETH and THOMAS MICHAEL PETER MUNDEN, Co-Trustees of the JUSTIN HESKETH AND THOMAS MUNDEN REVOCABLE TRUST, under agreement dated September 24, 2016, by JUSTIN JOSEPH HESKETH and THOMAS MICHAEL PETER MUNDEN, as settlors
4319-009-073	MOUSSA SOLEIMANI and DIANA SOLEIMANI as trustees of THE MOUSSA AND DIANA SOLEIMANI FAMILY TRUST and any subsequent amendments or restatements, dated January 21, 2009
4319-009-074	NOWSHIR M.A. KHAN and SABIHA A. KHAN, Trustees of the KHAN REVOCABLE FAMILY TRUST dated October 27, 1987
4319-009-075	MARK B. RAINERI and CAROL RAINERI, as Trustees of the RAINERI FAMILY TRUST dated January 28, 2004
4319-009-076	GUANZHONG WANG and ZHI LI, husband and wife as Community Property with Right of Survivorship

Parcel W-4301 1617 South Beverly Glen Boulevard, Los Angeles CA 90024
HOA: GLEN TERRACE HOMEOWNERS ASSOCIATION, INC

APN	OWNER
4327-005-069	MARK SIAN HUAT GOH, a single man
4327-005-070	NANCY GORDON, Trustee, NANCY GORDON 1991 TRUST, dated April 23, 1991
4327-005-071	PEDRAM ZAMANI, Trustee, PEDRAM ZAMANI REVOCABLE 2010 TRUST
4327-005-072	JONATHAN HYUK LEE, a single man
4327-005-073	JOEY TU, a married man as his sole and separate property and NATHAN TU, a single man, as joint tenants
4327-005-074	JOHANNA C. ASTAIRE and CHRISTOPHER W. KAPLAN, WIFE and Husband as Community Property with Right of Survivorship
4327-005-075	ZHEYI WU, a Single Woman
4327-005-076	LARAINNE NEWMAN, and her successors in trust, as Trustee of the LARAINNE NEWMAN LIVING TRUST dated January 24, 1992
4327-005-077	MARGARET ANN PHELPS, an Unmarried Woman

4327-005-078	DAVID WALDECK and KAREN M. WALDECK, Co-Trustees of the DAVID E. WALDECK and KAREN M. WALDECK FAMILY TRUST dated January 29, 2003
4327-005-079	YICHUAN WANG and LIANG GUAN, husband and wife as joint tenants
4327-005-080	JESSICA MCINTYRE, Trustee, or her successors in interest, under the JESSICA MCINTYRE TRUST, dated April 25, 2018, and any amendments thereto
4327-005-081	PARVIN PIROUZKHAH, a single woman
4327-005-082	AZAM GILLIN, an Unmarried Woman
4327-005-083	PARHAM J. ZAMANI and MANOOSH SHAKIB, as trustees of the ZAMANI-SHAKIB FAMILY TRUST established April 16, 2009
4327-005-084	YVETTE GOMEZ, as Trustee of the YVETTE GOMEZ LIVING TRUST dated 10-26-16
4327-005-085	KURT MARGANAU, a Single Man
4327-005-086	SABRINA BIENSTOCK, a Single Woman
4327-005-087	BRIAN K. BERG, a single man
4327-005-088	EDMUND JEY WOO and JANE ATMODOJO, husband and wife as joint tenants
4327-005-089	GREGORY SCHUMAN, as Trustee of The GREGORY SCHUMAN LIVING TRUST dated February 8, 2018
4327-005-090	Brandon Milostan and Alyssa Milostan, Husband and Wife as Community Property
4327-005-091	LORA G. SCHLESINGER, Trustee of the LORA G. SCHLESINGER TRUST dated June 12, 2017
4327-005-092	LANCE BOHALL, Trustee of the E. L. DONOVAN TRUST

Parcel W-4516 10595 Ashton Avenue, Los Angeles CA 90024
HOA: ASHTON HOUSE HOMEOWNERS ASSOCIATION, California
Nonprofit Mutual Benefit Corporation

APN	OWNER
4326-002-161	RONA SEBASTIAN and MORTON J. GLEBERMAN, Trustee of THE SEBASTIAN-GLEBERMAN TRUST, dated March 1, 1999
4326-002-162	JEFFERY CHUNG and JENNIFER CHANG, husband and wife as join tenants
4326-002-163	JESSICA J. CLIFTON, Trustee or her successors in interest, of THE J. CLIFTON TRUST dated May 14, 2018

4326-002-164	NADER MORADIAN and ROSALINE MORADIAN, Trustees of THE CAYMAN #2 REVOCABLE TRUST dated December 10, 1996 and amended and restated on October 8, 2007
4326-002-165	SOELISTIJO H. WANGSAWIDJAJA and JENNY TANUJAYA, husband and wife as community property with right of survivorship,
4326-002-166	RICHARD M. LANGENDORF and BONNY M. LANGENDORF, Trustees of THE LANGENDORF TRUST dated January 9, 2007
4326-002-167	LAWRENCE BEDIL and SUSAN BEDIL, Co-Trustees of THE BEDIL FAMILY TRUST established November 14, 2006
4326-002-168	YASSAMAN AKHAVAN, Trustee of THE YASSAMAN AKHAVAN TRUST, dated July 21, 2005
4326-002-169	GAIL M. SIMS, Trustee under THE GAIL M. SIMS LIVING TRUST, dated March 5, 1992
4326-002-170	NINA HOLLY and ROBERT CHIN, wife and husband as joint tenants

Parcel W-4517 1230 Westholme Avenue, Los Angeles CA 90024
HOA: 1230 WESTHOLME, INC., a California nonprofit mutual benefits corporation

APN	OWNER
4326-002-195	JEANNIE NEWSTADT, a widow
4326-002-196	KEVIN A. KIM, a single man, and JENNIFER M. KIM, a single woman, as joint tenants
4326-002-197	MERCEDES S. CORONEL, trustee of THE MERCEDES S. CORONEL LIVING TRUST
4326-002-198	ROBERT L. HANDLER, as Successor Trustee of THE JACK SILBERKLEIT TRUST dated February 26, 1988
4326-002-199	DRAGOS ALEX POPA, Trustee of THE POPA LIVING TRUST, as to an undivided 1/3 interest; MARIANA POPA, Trustee of the REVOCABLE LIVING TRUST OF MARIANA POPA dated 8-14-2006, as to an undivided 1/3 interest; and ALEXANDER M. POPA, an unmarried man, as to an undivided 1/3 interest as Tenants in Common

Parcel W-4601 10601 Ashton Avenue, Los Angeles CA 90024
VENUS CONDOMINIUMS HOMEOWNERS ASSOCIATION, a California Non-Profit Mutual Benefit Corporation

APN	OWNER
4326-001-211	FARIBORZ SAIDARA and KAMRAN SAIDARA, Successor Trustee of THE NAYEREH ROKHSAR SAIDARA REVOCABLE TRUST
4326-001-212	MARYAM RIAZI, a married woman as her sole and separate property, as to an undivided 50.00 interest and LILY RIAZI, a married woman as her sole and separate property, as to an undivided 50.00 interest as Tenants in Common
4326-001-213	NEDJATOLLAH LAVAEE and JILLA LAVAEE, Trustees of THE NEDJATOLLAH AND JILLA LAVAEE LIVING TRUST
4326-001-214	HOUSHANG RAHIMIAN and FOROUSAN SOUFERIAN RAHIMIAN, husband and wife, as joint tenants
4326-001-215	YOUSSEF ROKHSAR and PARIVASH HAIM ROKHSAR, Trustees of the RYPH TRUST dated May 24, 1991
4326-001-216	BEHROUZ NASRIN-MONFARED, a single man

EXHIBIT B

Resolutions of Necessity including Legal Descriptions and Parcel Plats

<u>Parcel</u>	<u>Exhibit</u>
W-4108	B-1
W-4109	B-2
W-4110	B-3
W-4111	B-4
W-4112	B-5
W-4114	B-6
W-4115	B-7
W-4116	B-8
W-4119	B-9
W-4201	B-10
W-4204	B-11
W-4209	B-12
W-4210	B-13
W-4301	B-14
W-4516	B-15
W-4517	B-16
W-4601	B-17
W-4602	B-18
W-4603	B-19

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4108**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-1 – Legal Description.
Attachment B-1 – Plat Map

Parcel W-4108 – Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 2 IN BLOCK 32 OF TRACT NO. 7260, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGES 98 TO 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID LOT 2; THENCE NORTH 35°28'31" WEST, 46.19 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 2; THENCE SOUTH 67°18'54" EAST, 54.41 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 2; THENCE SOUTH 54°35'40" WEST, 28.70 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +197.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +152.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 84 TO 85 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT IS APPROXIMATELY 129 TO 130 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



6-25-20
DATE

AFFECTS APN: 4319-011-002

Parcel W-4108 – Plat Map

GRANTOR : JOHN D. CHAMBERS AND LUCILLE H. CHAMBERS		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR LOT 2, BLK 32, TRACT 7260, MB 79/98-99			
BENCH MARK:			
TITLE REPORT : ORANGE COAST TITLE NO. 145-1862161-32	ADDRESS : 1630 FOX HILLS DR LOS ANGELES CA		
ASSESSOR'S REF : 4319-011-022	R.O.W. REFERENCE : R-4041, W-4108	NO.	DATE
		REVISION DESCRIPTION	

EXHIBIT "B"

TRACT NO. 7260
M.B. 79 / 98 - 99

LINE SEGMENT	BEARING	DISTANCE
L1	N 35° 28' 31" W	46.19'
L2	N 67° 18' 54" W	54.41'
L3	N 54° 35' 40" E	28.70'

PARCEL	TOTAL	W-4108
AREA - SQUARE FEET	7,170	663

LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY

APPROVED BY

12/1/18

MTA PROJECT MANAGER

PARCEL PLAT

W-4108

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT	
SCALE	1" = 50'
DATE	11/05/2018
DRAWN BY	C. DAVIS
CHECKED BY	J. HAYNES
REV. DATE	REV. NO.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4109**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-2 – Legal Description.
Attachment B-2 – Plat Map

Parcel W-4109– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 1 IN BLOCK 30 OF TRACT NO. 7260, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGES 98 TO 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST NORTHERLY CORNER OF SAID LOT 1; THENCE SOUTH 35°28'31" EAST, 86.90 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 1; THENCE NORTH 67°18'51" WEST, 98.23 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 1; THENCE NORTH 50°43'02" EAST, 51.93 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +196.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +151.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 84 TO 85 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 129 TO 130 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334




6-25-20
DATE

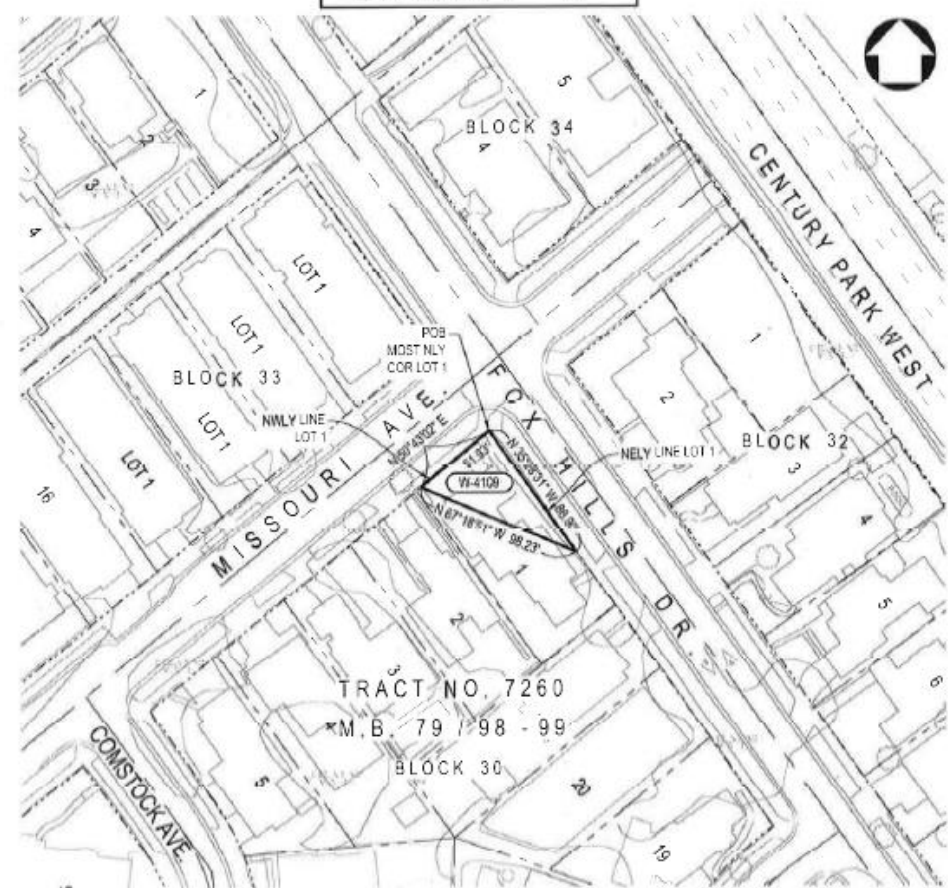
AFFECTS APN: 4319-014-019

Parcel W-4109- Plat Map

GRANTOR : PATRICIA COOPER HELLER TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : FOR LOT 1 BLK 30, TRACT 7260, MB 79/98-99			
BENCH MARK :			
TITLE REPORT : ORANGE COAST TITLE NO. 140-1852184-32	ADDRESS : 1833 FOX HILLS DR LOS ANGELES CA		
ASSESSOR'S REF. : 4319-014-019	R.O.W. REFERENCE : R 4041, W-4109	NO.	DATE
		REVISION DESCRIPTION	


EXHIBIT "B"





TRACT NO. 7260
M.B. 79 / 98 - 99
BLOCK 30

PARCEL	TOTAL	W-4109	
AREA - SQUARE FEET	6,856	2,251	



**LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY**

APPROVED BY: *Matthew Lee* 12/1/18
MTA PROJECT MANAGER DATE

PARCEL PLAT

W-4109

SHEET 1 OF 1

CONTRACT NO. DESIGN UNIT

SCALE: 1" = 80'

DATE: 11/05/2018

DRAWN BY: C. DAVIS

CHECKED BY: J. HAYNES

REV. DATE: REV. NO.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4110**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May

24, 2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-3 – Legal Description.
Attachment B-3 – Plat Map

Parcel W-4110– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 5, OF BLOCK 47 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF SAID LOT 5; THENCE NORTH 56°48'00" EAST, 76.22 FEET ALONG THE NORTHWESTERLY LINE OF SAID LOT 5 TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 11984.75 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°31'38" WEST; THENCE LEAVING SAID NORTHWESTERLY LINE, SOUTHEASTERLY 45.73 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°13'07" TO THE EASTERLY LINE OF SAID LOT 5; THENCE SOUTH 09°02'25" EAST, 27.57 FEET ALONG SAID EASTERLY LINE TO THE SOUTHEASTERLY LINE OF SAID LOT 5; THENCE SOUTH 56°47'58" WEST, 58.37 FEET ALONG SAID SOUTHEASTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 12054.25 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°25'58" WEST; THENCE LEAVING SAID SOUTHEASTERLY LINE, NORTHWESTERLY 23.19 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°06'37" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 12436.38 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°32'34" WEST; THENCE NORTHWESTERLY 15.43 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°04'16" TO A POINT OF COMPOUND CURVATURE HAVING A RADIUS OF 14420.66 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°36'50" WEST; THENCE NORTHWESTERLY 16.61 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'58" TO A POINT OF COMPOUND CURVATURE HAVING A RADIUS OF 15649.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°40'48" WEST; THENCE NORTHWESTERLY 0.80 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'11" TO THE SOUTHWESTERLY LINE OF SAID LOT 5; THENCE NORTH 33°11'48" WEST, 17.21 FEET ALONG SAID SOUTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +217.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +171.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 75 TO 89 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 121 TO 135 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

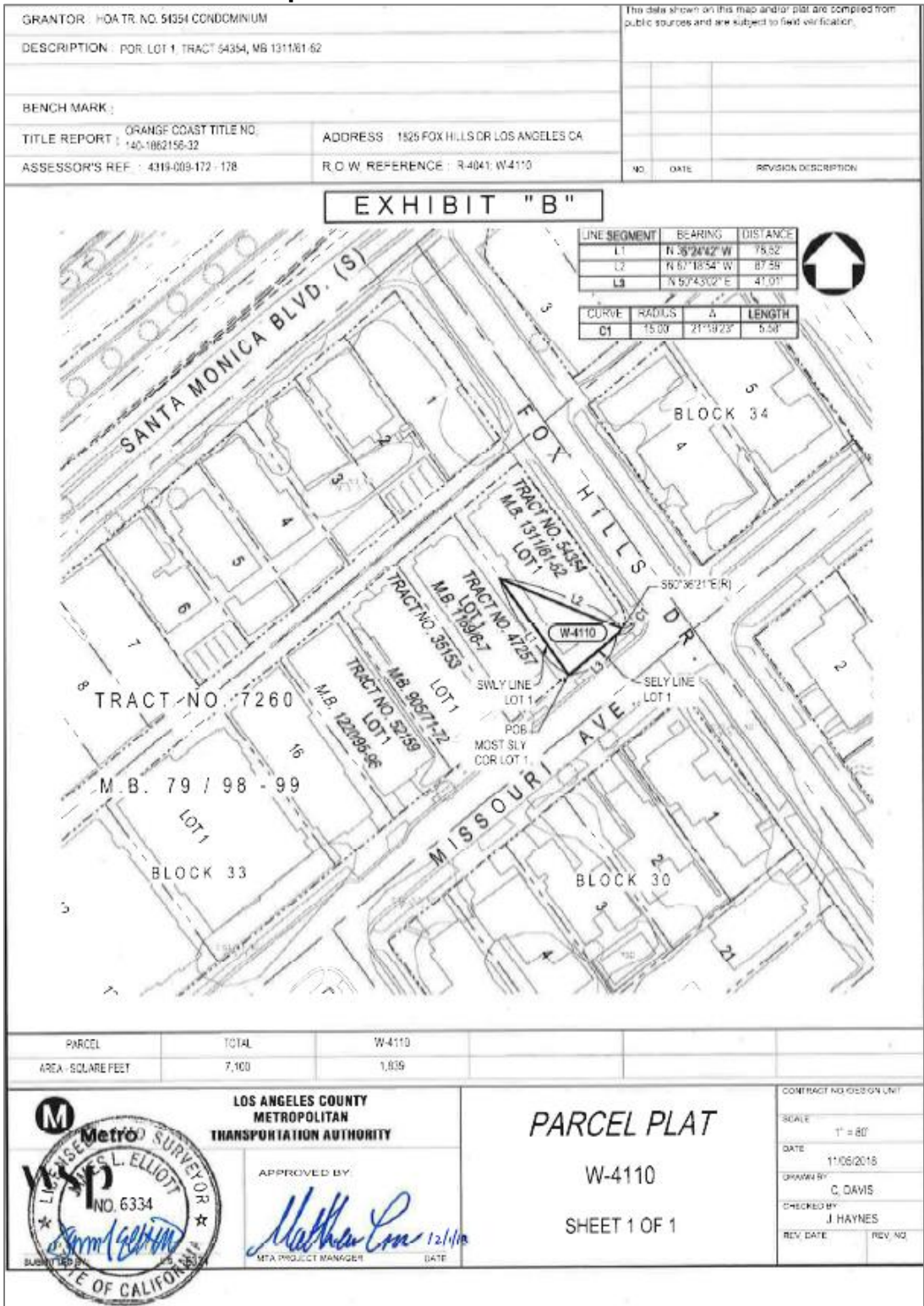

JAMES L. ELLIOTT, P.L.S. 6334

6-25-20
DATE



AFFECTS APN: 4326-017-028

Parcel W-4110- Plat Map



**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4111**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-4 – Legal Description.
Attachment B-4 – Plat Map

Parcel W-4111– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 1 OF TRACT NO. 47257, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1169, PAGES 6 TO 7 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF SAID LOT 1; THENCE SOUTH 35°24'40" EAST, 101.37 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 1; THENCE SOUTH 67°18'51" EAST, 32.39 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 1; THENCE NORTH 50°43'02" EAST, 32.87 FEET ALONG SAID SOUTHEASTERLY LINE TO THE NORTHEASTERLY LINE OF SAID LOT 1; THENCE NORTH 35°24'42" WEST, 78.52 FEET ALONG SAID NORTHEASTERLY LINE; THENCE NORTH 67°18'54" WEST, 22.14 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 1516.25 FEET; THENCE NORTHWESTERLY 15.16 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°34'22"; THENCE NORTH 67°53'16" WEST, 21.08 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 1; THENCE SOUTH 50°41'33" WEST, 18.86 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +195.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +150.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 75 TO 84 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 119 TO 128 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

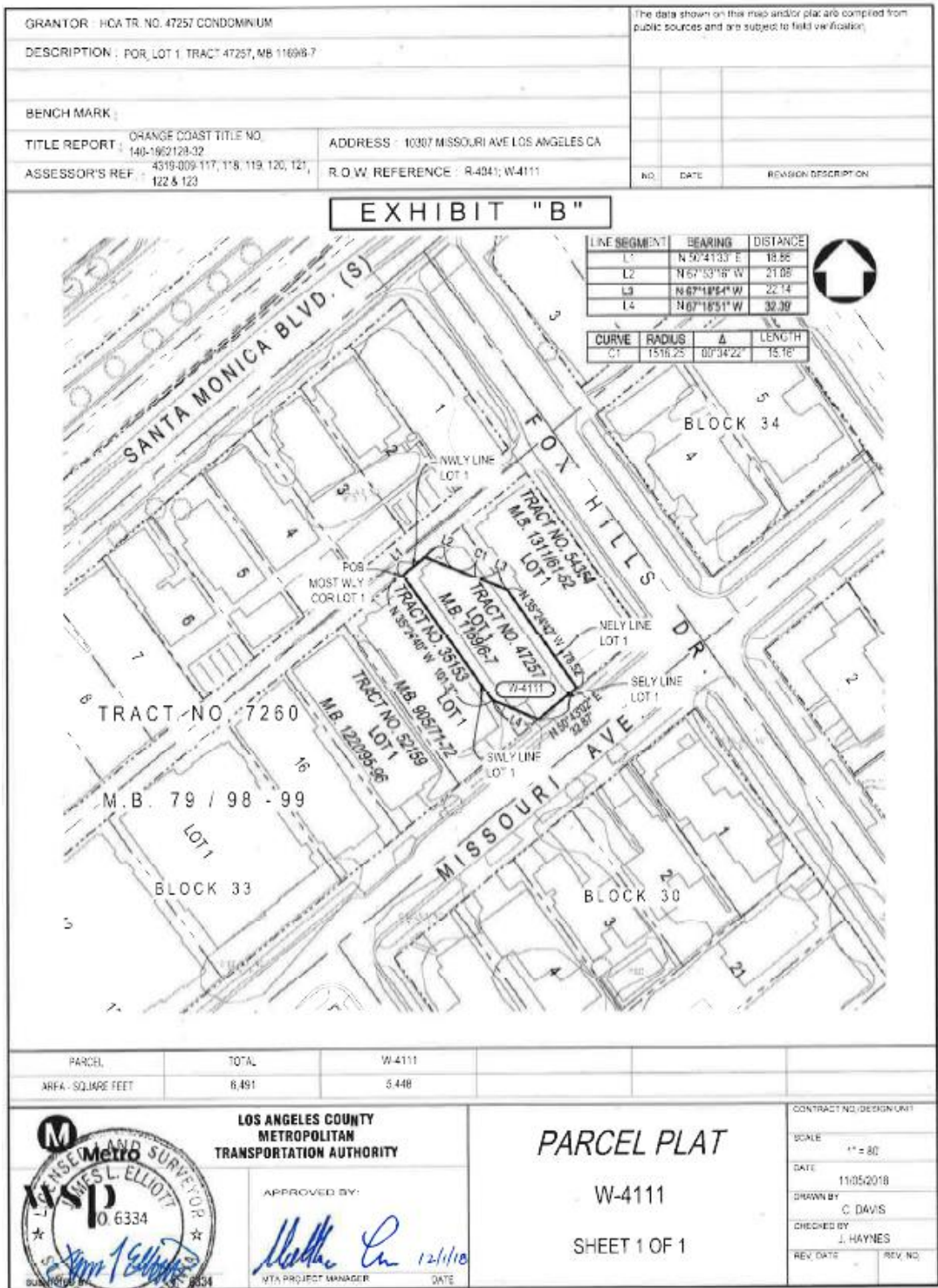

JAMES L. ELLIOTT, P.L.S. 6334



6-25-20
DATE

AFFECTS APN: 4319-009-117,-118,-119,-120,-121,-122, AND -123

Parcel W-4111- Plat Map



**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4112**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-5 – Legal Description.
Attachment B-5 – Plat Map

Parcel W-4112– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 1 OF TRACT NO. 35153, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 905, PAGES 71 TO 72 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF SAID LOT 1; THENCE SOUTH 35°24'39" EAST, 17.79 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 1; THENCE SOUTH 67°18'51" EAST, 94.45 FEET TO THE NORTHEASTERLY LINE OF SAID LOT 1; THENCE NORTH 35°24'40" WEST, 101.37 FEET ALONG SAID NORTHEASTERLY LINE TO THE NORTHWESTERLY LINE OF SAID LOT 1; THENCE SOUTH 50°41'33" WEST, 50.03 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +194.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +150.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 74 TO 80 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 118 TO 124 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



6-25-20
DATE


AFFECTS APN: 4319-009-072, -073, -074, -075 AND -076

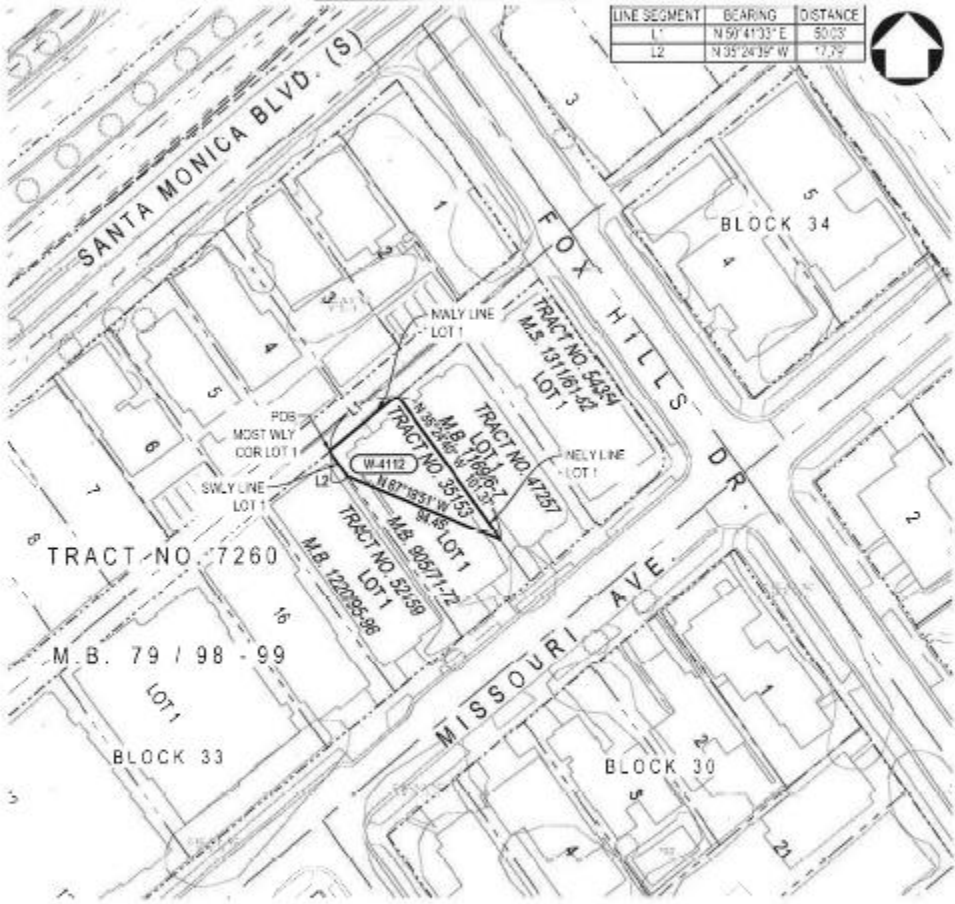
Parcel W-4112- Plat Map

GRANTOR : HOA TR. NO. 35153 CONDOMINIUM		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : PCR LOT 1, TRACT 35153, MB 92671-72			
BENCH MARK :			
TITLE REPORT : ORANGE COAST TITLE NO. 140-1862105-32	ADDRESS : 10315 MISSOURI AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4319-009-012-75	R.O.W. REFERENCE : R4041: W-4112	NO.	DATE
		REVISION DESCRIPTION	


EXHIBIT "B"

LINE SEGMENT	BEARING	DISTANCE
L1	N 59°41'33" E	50.03
L2	N 35°24'39" W	17.29






PARCEL	TOTAL	W-4112
AREA - SQUARE FEET	5,480	2,974



**LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY**

APPROVED BY:

M/TA PROJECT MANAGER

PARCEL PLAT

W-4112

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE: 1" = 60'

DATE: 11/05/2018

DRAWN BY: C. DAVIS

CHECKED BY: J. HAYNES

REV. DATE: REV. NO.:

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4114**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-6 – Legal Description.
Attachment B-6 – Plat Map

Parcel W-4114– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 3 OF BLOCK 33 OF TRACT NO. 7260, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGES 98 TO 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID LOT 3; THENCE NORTH 35°24'38" WEST, 52.40 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 3; THENCE SOUTH 67°18'54" EAST, 3.49 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY HAVE A RADIUS OF 1483.75 FEET; THENCE SOUTHEASTERLY 14.84 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°34'22"; THENCE SOUTH 67°53'16" EAST, 41.15 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 3; THENCE SOUTH 50°41'33" WEST, 31.92 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +193.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +150.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 72 TO 75 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 115 TO 118 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



6-25-20
DATE

AFFECTS APN: 4319-009-032

Parcel W-4114- Plat Map

GRANTOR JOSE A NESSIM AND FREDA NESSIM		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION POR LOT 3 OF BLK 33, TRACT 7260, MB 79/98-99			
BENCH MARK:			
TITLE REPORT: DRANGE COAST TITLE NO. 140-1862035-32	ADDRESS: 10315 SANTA MONICA BLVD LOS ANGELES CA		
ASSESSOR'S REF.: 4319-009-032	R.O.W. REFERENCE: R-4041, W-4114	NO.	DATE
		REVISION DESCRIPTION	

EXHIBIT "B"

TRACT NO. 7260
M.B. 79 / 98 - 99
BLOCK 33 LOT 1

TRACT NO. 3454
M.B. 131/81-82
TRACT NO. 47257
M.B. 1188-2
TRACT NO. 35153
M.B. 90571-72
TRACT NO. 32159
M.B. 122098-99

LINE SEGMENT	BEARING	DISTANCE
L1	N 36° 24' 38" W	52.40
L2	N 67° 18' 54" W	3.49
L3	N 67° 50' 16" W	41.15
L4	N 50° 41' 33" E	31.52

CURVE	RADIUS	Δ	LENGTH
C1	1483.75'	00° 34' 22"	14.84'

PARCEL	TOTAL	W 4114
AREA - SQUARE FEET	5,009	832

LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY

APPROVED BY: *Matthew Enen* 12/1/18
MATTHEW ENEN
DATE

PARCEL PLAT

W-4114

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE: 1" = 80'

DATE: 11/06/2018

DRAWN BY: C. DAVIS

CHECKED BY: J. HAYNES

REV. DATE: REV. NO.:

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4115**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-7 – Legal Description.
Attachment B-7 – Plat Map

Parcel W-4115– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 4 OF BLOCK 33 OF TRACT NO. 7260, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGES 98 TO 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID LOT 4; THENCE SOUTH 35°24'30" EAST, 116.18 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT TO THE SOUTHEASTERLY LINE OF SAID LOT; THENCE NORTH 50°41'33" EAST, 42.70 FEET ALONG SAID SOUTHEASTERLY LINE TO THE NORTHEASTERLY LINE OF SAID LOT; THENCE NORTH 35°24'38" WEST, 52.40 FEET ALONG SAID NORTHEASTERLY LINE; THENCE NORTH 67°18'54" WEST, 72.19 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 4; THENCE SOUTH 49°28'10" WEST, 4.47 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +193.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +149.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 66 TO 74 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 110 TO 118 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S., 6334



6-25-20
DATE


AFFECTS APN: 4319-009-033

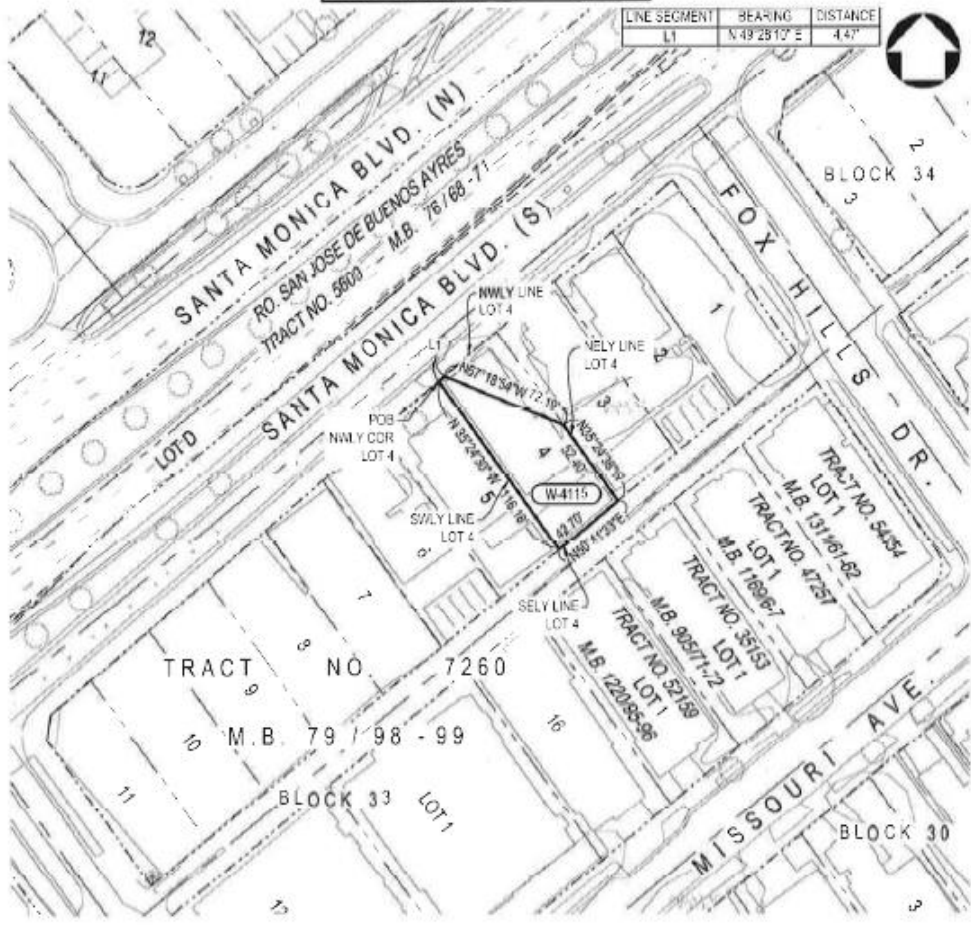
Parcel W-4115- Plat Map

GRANTOR : JOSE A. NESSIM AND FRED A. NESSIM		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : FOR LOT 4, BLK 33, TRACT 7260, MB 78/98-99			
BENCH MARK :			
TITLE REPORT : ORANGE COAST TITLE NO. 140-1062035-32	ADDRESS : 10318 SANTA MONICA BLVD LOS ANGELES CA		
ASSESSOR'S REF. : 4319-009-033	R.O.W. REFERENCE : R-4041, W-4115	NO.	DATE
		REVISION DESCRIPTION	


EXHIBIT "B"

LINE SEGMENT	BEARING	DISTANCE
L1	N 49° 25' 12" E	4.47'





PARCEL	TOTAL	W-4115
AREA - SQUARE FEET	4,969	3,736



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

APPROVED BY: *Matthew Cron* 12/1/10
MTA PROJECT MANAGER

PARCEL PLAT

W-4115

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE 1" = 80'

DATE 11/05/2010

DRAWN BY C. DAVIS

CHECKED BY J. HAYNES

REV. DATE REV. NO.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4116**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-8 – Legal Description.
Attachment B-8 – Plat Map

Parcel W-4116– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 5 OF BLOCK 33 OF TRACT NO. 7260, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGES 98 TO 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF SAID LOT 5; THENCE SOUTH 35°24'38" EAST, 51.71 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT; THENCE SOUTH 67°18'51" EAST, 71.82 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 5; THENCE NORTH 50°41'33" EAST, 4.66 FEET ALONG SAID SOUTHEASTERLY LINE TO THE NORTHEASTERLY LINE OF SAID LOT; THENCE NORTH 35°24'30" WEST, 116.18 FEET ALONG SAID NORTHEASTERLY LINE TO THE NORTHWESTERLY LINE OF SAID LOT; THENCE SOUTH 49°28'10" WEST, 42.78 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +193.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +149.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 64 TO 71 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 108 TO 115 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



6-25-20
DATE


AFFECTS APN: 4319-009-034

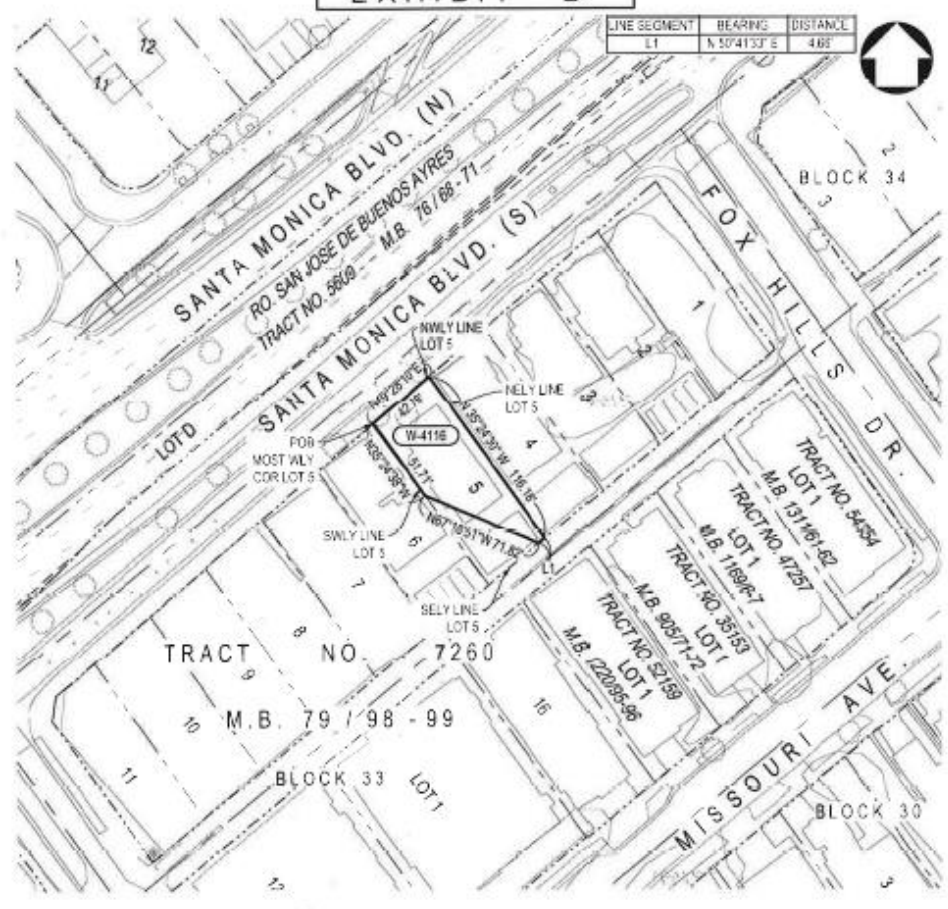
Parcel W-4116- Plat Map

GRANTOR: NESBRO SANTA MONICA LLC		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION: POR LOT 5, BLK 33, TRACT 7260, MB 79/98-99			
BENCH MARK:			
TITLE REPORT: ORANGE COAST TITLE NO. 140-1062057-32	ADDRESS: 10324 SANTA MONICA BLVD LOS ANGELES CA		
ASSESSOR'S REF.: 4319-009-034	R.O.W. REFERENCE: R-4041, W-4116	NO.	DATE
		REVISION DESCRIPTION	


EXHIBIT "B"

LINE SEGMENT	BEARINGS	DISTANCE
E1	N 57°41'37" E	4.65






PARCEL	TOTAL	W-4116
AREA - SQUARE FEET	4,931	3,725



**LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY**

APPROVED BY: 
NIA PROJECT MANAGER DATE 12/1/18

PARCEL PLAT

W-4116

SHEET 1 OF 1

CONTRACT NO. 105384 UNIT

SCALE: 1" = 50'

DATE: 11/06/2018

DRAWN BY: C. DAVIS

CHECKED BY: J. HAYNES

REV. DATE: REV. NO.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4119**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-9 – Legal Description.
Attachment B-9 – Plat Map

Parcel W-4119– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 6 OF BLOCK 33 OF TRACT NO. 7260, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGES 98 TO 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST NORTHERLY CORNER OF SAID LOT 6; THENCE SOUTH 35°24'38" EAST, 51.71 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT; THENCE NORTH 67°18'51" WEST, 40.62 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS 119,228.87 FEET; THENCE NORTHWESTERLY 17.07 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'30" TO THE NORTHWESTERLY LINE OF SAID LOT 6; THENCE NORTH 49°28'10" EAST, 30.61 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +191.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +147.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 65 TO 67 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 108 TO 110 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

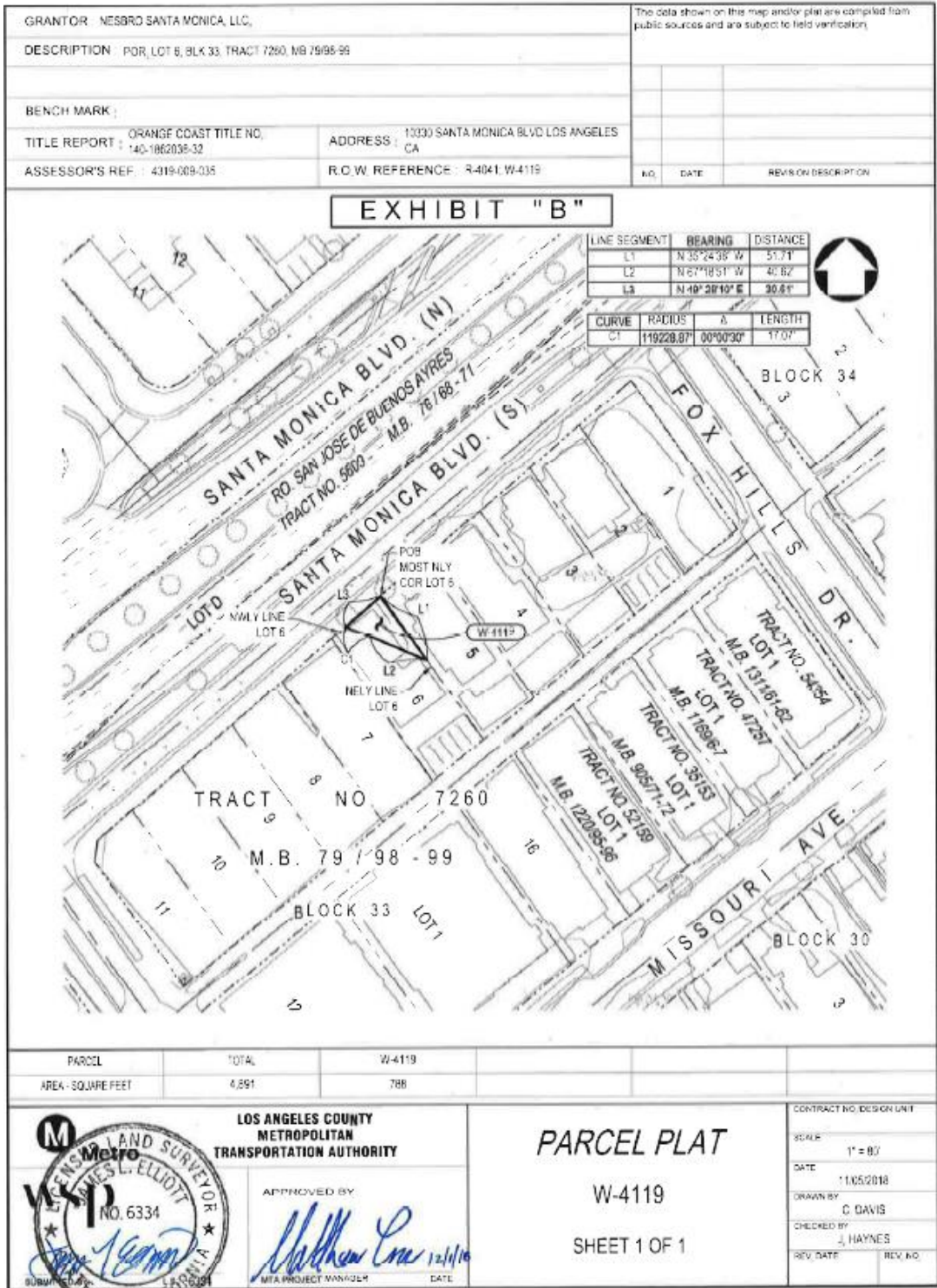

JAMES L. ELLIOTT, P.L.S. 6334



6-25-20
DATE

AFFECTS APN: 4319-009-035

Parcel W-4119- Plat Map



**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4201**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-10 – Legal Description.
Attachment B-10 – Plat Map

Parcel W-4201– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOTS 15, 16, AND 17 OF BLOCK 1 OF TRACT NO. 6193, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 96, PAGES 71 THROUGH 73, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST NORTHERLY CORNER OF SAID LOT 17; THENCE SOUTH 39°17'36" EAST, 29.34 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 17 TO THE **POINT OF BEGINNING**; THENCE SOUTH 39°17'36" EAST, 60.69 FEET CONTINUING ALONG SAID NORTHEASTERLY LINE TO THE BEGINNING OF A CURVE CONCAVE WESTERLY HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHERLY, 31.41 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89°58'15" TO THE SOUTHEASTERLY LINE OF SAID LOT 17; THENCE SOUTH 50°40'39" WEST, 14.70 FEET ALONG SAID SOUTHEASTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 7726.65 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 21°53'06" EAST; THENCE NORTHWESTERLY, 28.84 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°12'50" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 7117.80 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 21°40'16" EAST; THENCE NORTHWESTERLY, 34.15 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°16'29" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 6135.05 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 21°23'46" EAST; THENCE NORTHWESTERLY, 31.70 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°17'46" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS 5945.75 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 21°06'01" EAST; THENCE NORTHWESTERLY, 31.50 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°18'13" TO THE NORTHWESTERLY LINE OF SAID LOT 15; THENCE NORTH 50°41'35" EAST, 79.99 FEET ALONG SAID NORTHWESTERLY LINE AND THE NORTHWESTERLY LINES OF SAID LOT 16, AND SAID LOT 17 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 6205.67 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 21°09'44" EAST; THENCE SOUTHEASTERLY, 26.12 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°14'28" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 7194.51 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 21°24'13" EAST; THENCE SOUTHEASTERLY, 7.55 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'36" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +190.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +146.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 68 TO 74 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 112 TO 118 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

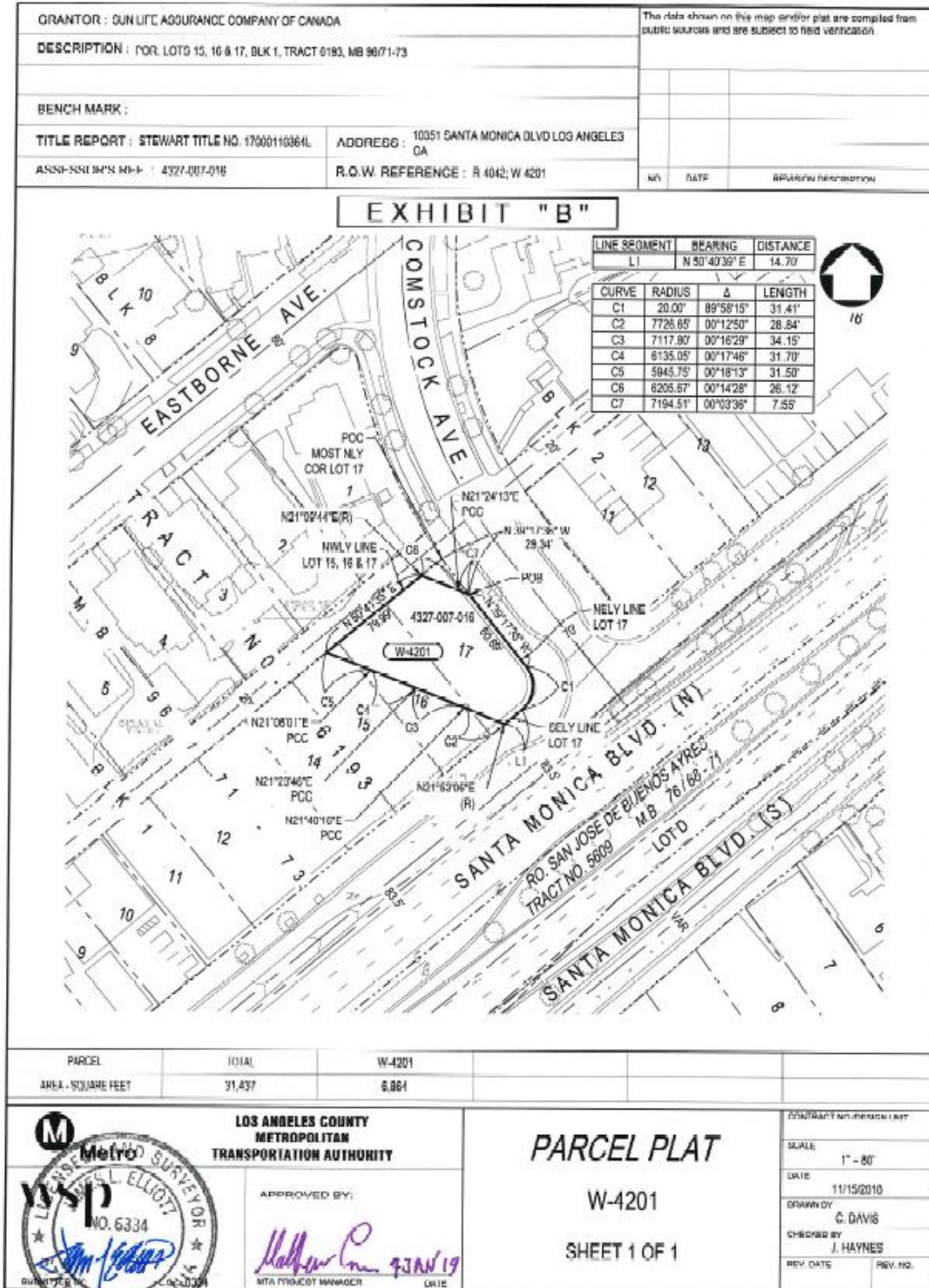
JAMES L. ELLIOTT, P.L.S. 6334

DATE

AFFECTS APN: 4327-007-016



Parcel W-4201- Plat Map



**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4204**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-11 – Legal Description.
Attachment B-11 – Plat Map
Attachment C-11 – Sump Pump Connection Plan
Attachment C-11.1 – Sump Pump Connection Plan

Parcel W-4204– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 3 OF BLOCK 1 OF TRACT NO. 6193, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 96, PAGES 71 THROUGH 73, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF SAID LOT 3; THENCE SOUTH 50°41'35" WEST, 8.61 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT 3 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 5945.75 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 20°34'26" EAST; THENCE NORTHWESTERLY, 81.59 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°47'11" TO THE SOUTHWESTERLY LINE OF SAID LOT 3; THENCE NORTH 39°19'13" WEST, 59.71 FEET ALONG SAID SOUTHWESTERLY LINE TO THE NORTHWESTERLY LINE OF SAID LOT 3; THENCE NORTH 50°41'40" EAST, 45.12 FEET ALONG SAID NORTHWESTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 6015.25 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 19°30'29" EAST; THENCE SOUTHEASTERLY, 9.48 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°05'25" TO THE NORTHEASTERLY LINE OF SAID LOT 3; THENCE SOUTH 39°19'18" EAST, 121.89 FEET ALONG SAID NORTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +190.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +139.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 73 TO 84 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 124 TO 135 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



6-25-20
DATE

AFFECTS APN: 4327-007-003

Parcel W-4204- Plat Map

GRANTOR : MOEER HAKIMI & MITRA HAKIMI TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR. LOT 3, BLK 1, TRACT 6193, MR 96/71-73			
BENCH MARK :			
TITLE REPORT : STEWART TITLE NO. 170001103040	ADDRESS : 10384 EASTBORNE AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4327-007-003	R.O.W. REFERENCE : R-4042, W-4204	NO.	DATE
		REVISION DESCRIPTION	

EXHIBIT "B"

LINE SEGMENT	BEARING	DISTANCE
L1	N 59°41'32" E	8.55'

CURVE	RADIUS	Δ	LENGTH
C1	5945.75'	00°47'11"	81.59'
C2	6015.25'	00°05'25"	9.48'

PARCEL	TOTAL	W 4204	
AREA - SQUARE FEET	6,503	5,020	

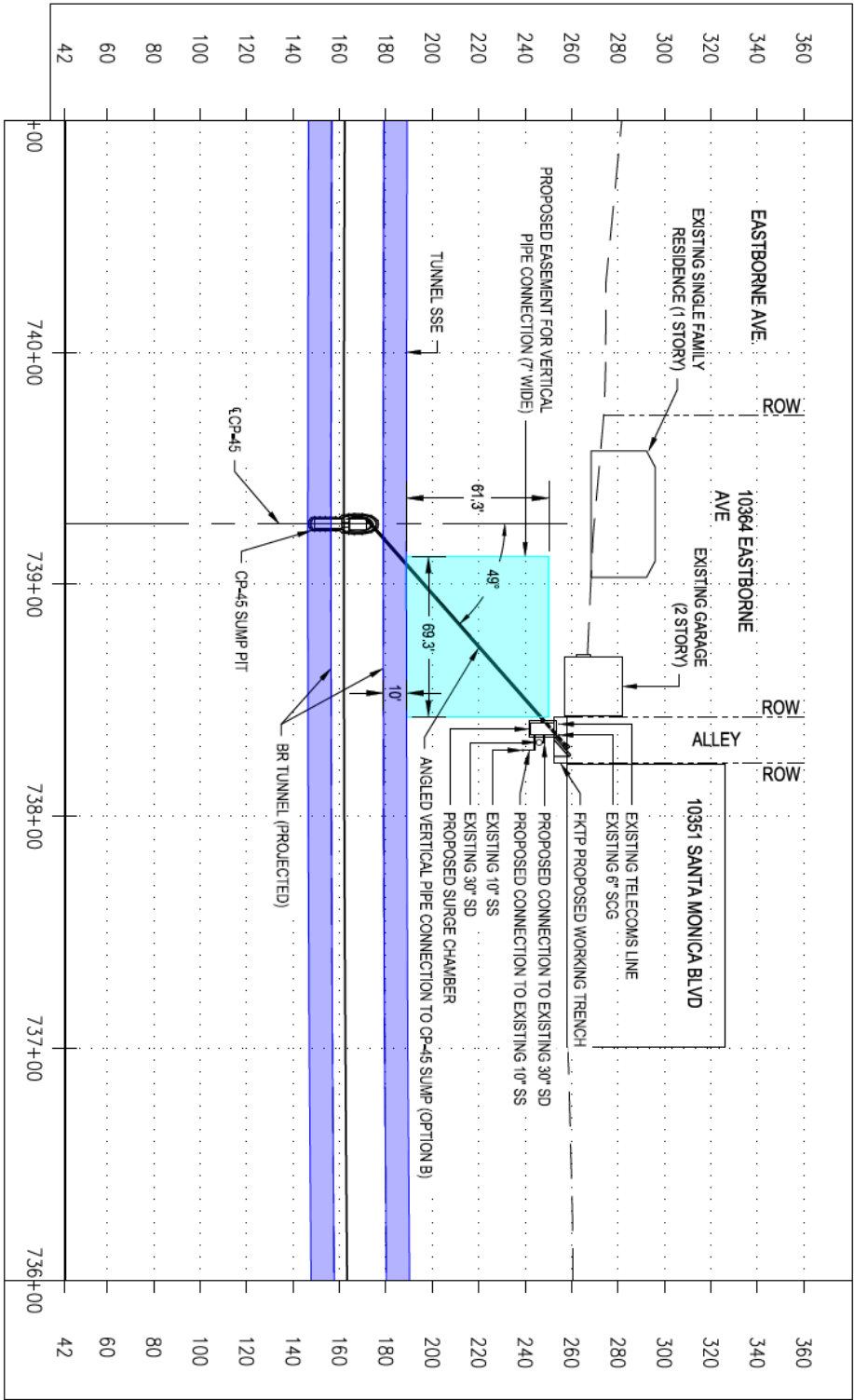
PARCEL PLAT

W-4204

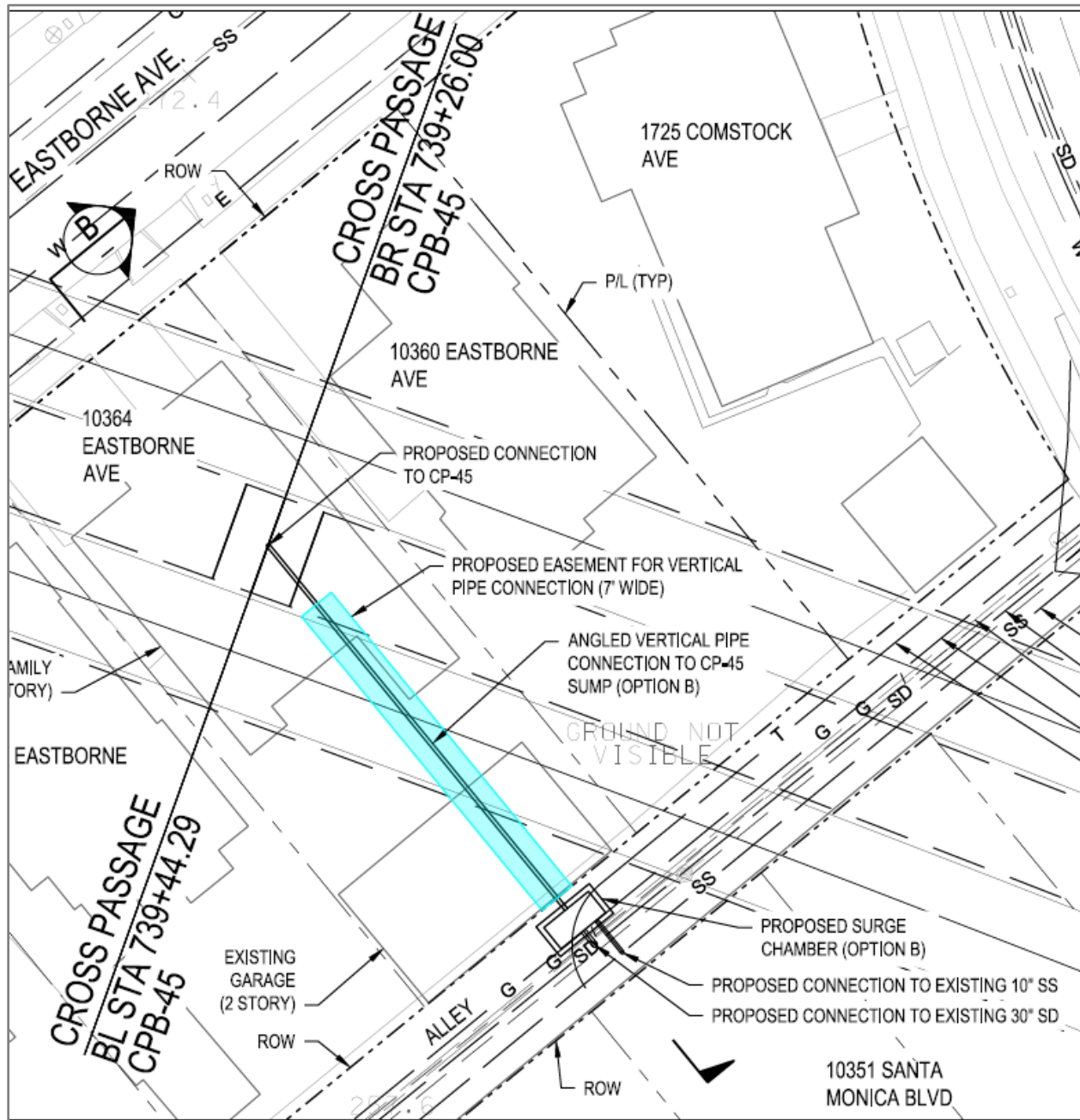
SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT	
SCALE	1" = 80'
DATE	11/15/2018
DRAWN BY	G. DAVIS
CHECKED BY	J. HAYNES
REV. DATE	REV. NO.

Parcel W-4204 – Sump Pump Connection Plan



Parcel W-4204 – Sump Pump Connection Plan



**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4209**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-12 – Legal Description.
Attachment B-12 – Plat Map

Parcel W-4209– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 1 OF TRACT NO. 69371, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1371, PAGES 63 THROUGH 65, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 1; THENCE NORTH 84°36'19" EAST, 42.42 FEET ALONG THE NORTH LINE OF SAID LOT 1 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 6015.25 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 17°12'41" EAST; THENCE SOUTHEASTERLY, 54.46 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°31'07" TO THE EASTERLY LINE OF SAID LOT 1; THENCE SOUTH 18°28'50" WEST, 65.95 FEET ALONG SAID EASTERLY LINE TO AN ANGLE POINT IN SAID EASTERLY LINE; THENCE SOUTH 39°20'59" EAST, 6.37 FEET ALONG SAID EASTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 5945.75 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 17°47'09" EAST; THENCE NORTHWESTERLY, 75.34 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°43'34" TO THE WESTERLY LINE OF SAID LOT 1; THENCE NORTH 05°24'17" WEST, 57.53 FEET ALONG SAID WESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +191.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +146.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 70 TO 94 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 115 TO 139 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:


JAMES L. ELLIOTT, P.L.S. 6334



6-25-20
DATE

AFFECTS APN: 4327-008-014

Parcel W-4209- Plat Map

GRANTOR : OCEAN HARBOR, LLC		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR. LOT 1, TRACT 69371, MB 1371/03-05			
DEMON MARK :			
TITLE REPORT : STEWART TITLE NO. 17000110304T	ADDRESS : 1030 3 BEVERLY GLEN BLVD LOS ANGELES CA		
ASSESSOR'S REF. : 4327-008-014	R.O.W. REFERENCE : R-4042; W-4209	NO.	DATE
		SECTION DESCRIPTION	

EXHIBIT "B"

LINE SEGMENT	BEARING	DISTANCE
L1	N 84°36'19" E	42.42
L2	N 39°20'59" W	6.37

CURVE	RADIUS	Δ	LENGTH
C1	8015.25'	00°31'07"	54.46'
C2	5945.75'	00°43'34"	75.34'

PARCEL	TOTAL	W 4209
AREA - SQUARE FEET	13,871	5,546

**LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY**

APPROVED BY:

[Signature] 04/24/19

DATE

PARCEL PLAT

W-4209

SHEET 1 OF 1

CONTRACT NO. 103041001

SCALE: 1" = 80'

DATE: 11/15/2018

DRAWN BY: C. DAVIS

CHECKED BY: J. HAYNES

REV. DATE: REV. NO.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4210**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-13 – Legal Description.
Attachment B-13 – Plat Map

Parcel W-4210- Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 4 OF BLOCK 8 OF TRACT NO. 6193, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 96, PAGES 71 THROUGH 73, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTH 05°24'17" WEST, 17.47 FEET ALONG THE WEST LINE OF SAID LOT 4 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 6015.25 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 16°46'28" EAST; THENCE SOUTHEASTERLY, 45.88 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°26'13" TO THE SOUTH LINE OF SAID LOT 4; THENCE SOUTH 84°36'19" WEST, 42.42 FEET ALONG SAID SOUTH LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +191.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +147.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 73 TO 76 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 117 TO 120 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

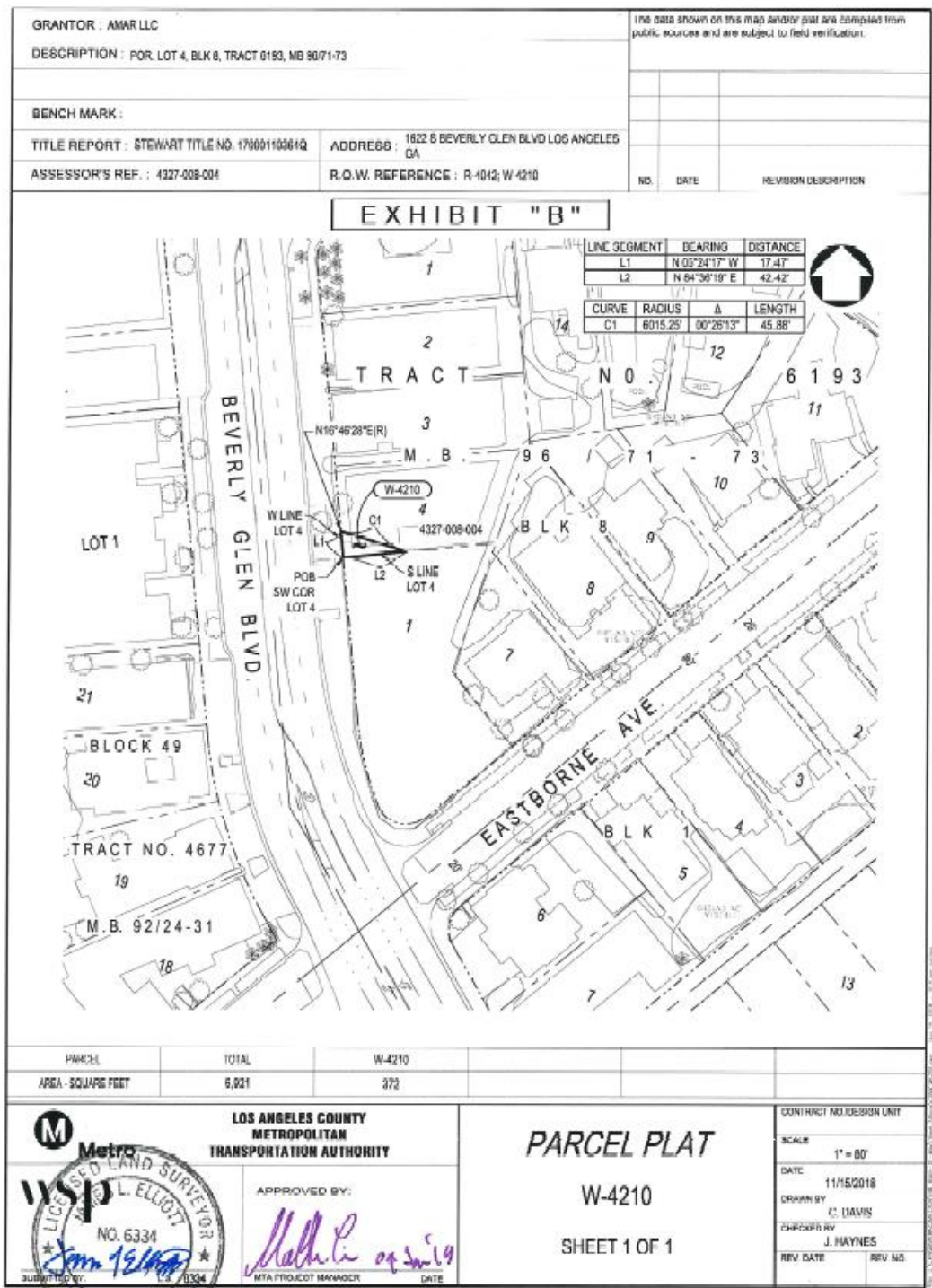

JAMES L. ELLIOTT, P.L.S. 6334



6-25-20
DATE

AFFECTS APN: 4327-008-004

Parcel W-4210– Plat Map



**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4301**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-14 – Legal Description.
Attachment B-14 – Plat Map

Parcel W-4301- Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 1 OF TRACT NO. 45187, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1105, PAGES 73 AND 74, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 1; THENCE SOUTH 05°24'17" EAST, 51.38 FEET ALONG THE EAST LINE OF SAID LOT 1 TO THE **POINT OF BEGINNING**; THENCE SOUTH 05°24'17" EAST, 74.47 FEET CONTINUING ALONG SAID EAST LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 7117.80 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 16°03'30" EAST; THENCE NORTHWESTERLY, 16.42 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°07'56" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 7726.65 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°55'34" EAST; THENCE NORTHWESTERLY, 31.37 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°13'57" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 9352.66 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°41'37" EAST; THENCE NORTHWESTERLY, 34.51 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°12'41" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 10417.34 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°28'56" EAST; THENCE NORTHWESTERLY, 30.76 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°10'09" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 13611.29 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°18'47" EAST; THENCE NORTHWESTERLY, 26.18 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°06'37" TO THE WEST LINE OF SAID LOT 1; THENCE NORTH 05°24'31" WEST, 74.05 FEET ALONG SAID WEST LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 16013.36, A RADIAL LINE TO SAID POINT BEARS NORTH 15°05'54" EAST; THENCE SOUTHEASTERLY, 18.16 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'54" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 13728.13 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°09'48" EAST; THENCE SOUTHEASTERLY, 35.24 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°06'49" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 10514.41 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°18'38" EAST; THENCE SOUTHEASTERLY, 30.84 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°10'05" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 9443.19 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°28'43" EAST; THENCE SOUTHEASTERLY, 34.63 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°12'36" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 7807.11 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°41'19" EAST; THENCE SOUTHEASTERLY, 20.21 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°08'54" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +176.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +131.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 88 TO 111 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 132 TO 155 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT - SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:


JAMES L. ELLIOTT, P.L.S. 6334

4-3-19
DATE



Parcel W-4301- Plat Map

GRANTOR : HOA: TRACT NO. 45187 CONDOMINIUM		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR. OF LOT 1, TRACT 45187, MB 1105/73-74			
BENCH MARK :			
TITLE REPORT : STEWART TITLE NO. 17000110363	ADDRESS : 1617 SOUTH BEVERLY GLEN BLVD LOS ANGELES CA		
ASSESSOR'S REF. : 4327-005-089 through 4327-005-092	R.O.W. REFERENCE : R-4043, W-4301	NO.	DATE
		REVISION DESCRIPTION	

EXHIBIT "B"

CURVE	RADIUS	Δ	LENGTH
C1	7117.80'	00°07'56"	16.42'
C2	7726.85'	00°13'57"	31.37'
C3	9352.86'	00°12'41"	34.51'
C4	10417.34'	00°10'09"	30.76'
C5	13611.29'	00°06'37"	28.18'
C6	18013.36'	00°03'54"	18.16'
C7	13728.13'	00°08'49"	35.24'
C8	10514.41'	00°10'05"	30.84'
C9	9443.19'	00°12'36"	34.63'
C10	7807.11'	00°08'54"	20.21'

PARCEL	TOTAL	W-4301		
AREA - SQUARE FEET	20,291	9,850		

**LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY**

APPROVED BY:

[Signature] 10 APR 19

MTA PROJECT MANAGER DATE

PARCEL PLAT

W-4301

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE 1" = 80'

DATE 04/05/2019

DRAWN BY C. DAVIS

CHECKED BY J. ELLIOTT

REV. DATE REV. NO.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4516**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-15 – Legal Description.
Attachment B-15 – Plat Map

Parcel W-4516– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 1, OF TRACT NO. 46331, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1158, PAGES 21 AND 22, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST SOUTHERLY CORNER OF SAID LOT 1; THENCE NORTH 32°50'40" WEST, 88.64 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 1 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 2755.25 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 09°50'34" EAST; THENCE SOUTHEASTERLY 109.18 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02°16'14" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 2842.17 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 12°06'48" EAST; THENCE SOUTHEASTERLY 18.43 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°22'18" TO THE SOUTHEASTERLY LINE OF SAID LOT 1; THENCE SOUTH 57°09'59" WEST, 91.77 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +241.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +195.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 58 TO 60 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 104 TO 106 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:


JAMES L. ELLIOTT, P.L.S. 6334

6-25-20
DATE



AFFECTS APN: 4326-002-161, -162, -163, -164, -165, -166, -167, -168, -169, -170

Parcel W-4516- Plat Map

GRANTOR : HOA TR. 45331 CONDOMINIUM		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR LOT 1 TRACT 45331, MB 115821-22			
BENCH MARK :			
TITLE REPORT : CHICAGO TITLE NO. 60069744-994-LT2 JC	ADDRESS : 10595 ASHTON AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4326-002-161 THRU 170	R.O.W. REFERENCE : R-4045, W-4516	NO.	DATE
		REVISION DESCRIPTION	

EXHIBIT "B"

CURVE	RADIUS	Δ	LENGTH
C1	2755.25'	02°16'14"	109.18'
C2	2642.17'	00°22'15"	15.43'

PARCEL	TOTAL	W-4516	
AREA - SQUARE FEET	PARCEL TOTAL	4,130	

**LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY**

APPROVED BY:

DATE: 03/25/2019

DATE: 03/25/2019

PARCEL PLAT

W-4516

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE: 1" = 80'

DATE: 03/25/2019

DRAWN BY: C. DAVIS

CHECKED BY: J. ELLIOTT

REV. DATE: REV. NO.:

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4517**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-16 – Legal Description.
Attachment B-16 – Plat Map

Parcel W-4517– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 1, OF TRACT NO. 53980, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1302, PAGES 93 AND 94, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF SAID LOT 1; THENCE SOUTH 57°09'59" WEST, 5.14 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT 1 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 2639.09 FEET, A RADIAL TO SAID POINT BEARS NORTH 11°15'25" EAST; THENCE NORTHWESTERLY, 71.19 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 01°32'44" TO THE SOUTHWESTERLY LINE OF SAID LOT 1; THENCE NORTH 20°06'28" WEST, 56.40 FEET ALONG SAID SOUTHWESTERLY LINE TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 162.00 FEET; THENCE NORTHWESTERLY, 21.48 FEET ALONG SAID SOUTHWESTERLY LINE AND SAID CURVE THROUGH A CENTRAL ANGLE OF 07°35'55" TO THE MOST WESTERLY CORNER OF SAID LOT 1; THENCE NORTH 57°09'59" EAST, 0.87 FEET ALONG THE NORTHWESTERLY LINE OF SAID LOT 1 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 2755.25 FEET, A RADIAL TO SAID POINT BEARS NORTH 08°42'48" EAST; THENCE SOUTHEASTERLY, 54.32 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 01°07'46" TO THE NORTHEASTERLY LINE OF SAID LOT 1; THENCE SOUTH 32°50'40" EAST, 88.64 FEET ALONG SAID NORTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +242.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +196.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 57 TO 59 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 103 TO 105 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:


JAMES L. ELLIOTT, P.L.S. 6334

6-25-20
DATE



AFFECTS APN: 4326-002-195, -196, -197, -198, -199

Parcel W-4517- Plat Map

GRANTOR : HOA TR. 53960 CONDOMINIUM		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR LOT 1, TRACT 53960, MB 130283-64			
BENCH MARK :			
TITLE REPORT : CHICAGO TITLE NO. 00099745-994-LT2-JC		ADDRESS : 1230 WESTHOLME AVE LOS ANGELES CA	
ASSESSOR'S REF. : 4326-002 195 THRU 199		R.O.W. REFERENCE : R-4045; W-4517	
		NO. DATE REASON DESCRIPTION	

EXHIBIT "B"

LINE SEGMENT	BEARING	DISTANCE
L1	N 57°09'59" E	0.87'
L2	N 57°09'59" E	5.14'

CURVE	RADIUS	Δ	LENGTH
C1	2755.25'	0°10'46"	54.32'
C2	26.35 0.9'	0°10'44"	71.19'
C3	162.00'	0°10'45"	21.48'

PARCEL	TOTAL	W-4517
AREA - SQUARE FEET	4,780	4,468

PARCEL PLAT

W-4517

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT	
SCALE	1" = 80'
DATE	08/23/2019
DRAWN BY	C. DAVIS
CHECKED BY	J. ELLIOTT
REV. DATE	REV. NO.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4601**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-17 – Legal Description.
Attachment B-17 – Plat Map

Parcel W-4601– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 1, OF TRACT NO. 45438, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1112, PAGES 5 AND 6, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST NORTHERLY CORNER OF SAID LOT 1, SAID CORNER BEING A POINT ON A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 98.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 65°39'57" EAST; THENCE SOUTHEASTERLY, 7.23 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 1 AND SAID CURVE THROUGH A CENTRAL ANGLE OF 04°13'35"; THENCE SOUTH 20°06'28" EAST, 20.89 FEET CONTINUING ALONG SAID NORTHEASTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 2639.09 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 08°07'20" EAST; THENCE LEAVING SAID NORTHEASTERLY LINE, WESTERLY 42.32 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°55'07" TO THE NORTHWESTERLY LINE OF SAID LOT 1; THENCE NORTH 57°09'59" EAST, 38.11 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +243.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +199.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 57 TO 58 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 101 TO 102 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:


JAMES L. ELLIOTT, P.L.S. 6334

6-25-20
DATE



AFFECTS APN: 4326-001-211, -212, -213, -214, -215, -216

Parcel W-4601- Plat Map

GRANTOR : HGA TR NO. 45438 CONDOMINIUM		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR, LOT 1 TRACT 45438, MB 11125-6			
BENCH MARK :			
TITLE REPORT : CHICAGO TITLE NO. 00069748-994-LT2-JC	ADDRESS : 10601 ASHTON AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4326-001-211 THRU 216	R.O.W. REFERENCE : R-4048; W-4601	NO.	DATE
		REVISION DESCRIPTION	

EXHIBIT "B"

LINE SEGMENT	BEARING	DISTANCE
L1	N 20° 06' 28" W	23.89
L2	N 57° 09' 50" E	38.11

CURVE	RADIUS	Δ	LENGTH
C1	98.00'	04° 13' 35"	7.23
C2	2639.00'	00° 55' 01"	42.32

PARCEL	TOTAL	W-4601
AREA - SQUARE FEET	6,900	524

LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY

APPROVED BY

W-4 PROJECT MANAGER

DATE 23 Aug 2019

PARCEL PLAT

W-4601

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE: 1" = 80'

DATE: 08/23/2019

DRAWN BY: C. DAVIS

CHECKED BY: J. ELLIOTT

REV. DATE: REV. NO.:

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4602**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (d.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (e.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (f.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (f.) The public interest and necessity require the proposed Project;
- (g.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (h.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (i.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (j.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-18 – Legal Description.
Attachment B-18 – Plat Map

Parcel W-4602– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 1 AND LOT 2 OF TRACT NO. 37764, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1074, PAGES 87 AND 88, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF SAID LOT 1; THENCE SOUTH 57°09'59" WEST, 38.11 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT 1 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 2639.09 FEET, A RADIAL TO SAID POINT BEARS NORTH 07°12'13" EAST; THENCE LEAVING SAID SOUTHEASTERLY LINE, WESTERLY 341.54 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 07°24'54" TO THE SOUTHWESTERLY LINE OF SAID LOT 2; THENCE NORTH 14°04'42" WEST, 22.73 FEET ALONG SAID SOUTHWESTERLY LINE TO THE NORTHWESTERLY LINE OF SAID LOT 2; THENCE NORTH 75°43'51" EAST, 65.62 FEET ALONG SAID NORTHWESTERLY LINE; THENCE NORTH 57°28'01" EAST, 50.84 FEET CONTINUING ALONG SAID NORTHWESTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 2755.25 FEET, A RADIAL TO SAID POINT BEARS NORTH 01°53'17" EAST; THENCE LEAVING SAID NORTHWESTERLY LINE, EASTERLY, 243.54 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°03'52" TO THE NORTHEASTERLY LINE OF SAID LOT 1; THENCE SOUTH 32°51'04" EAST, 40.67 FEET ALONG SAID NORTHEASTERLY LINE TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 98.00 FEET; THENCE 14.57 FEET ALONG SAID CURVE AND SAID NORTHEASTERLY LINE THROUGH A CENTRAL ANGLE OF 08°31'01" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +250.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +199.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 50 TO 66 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 101 TO 117 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:



JAMES L. ELLIOTT, P.L.S. 6334

6-25-20
DATE



AFFECTS APN: 4326-001-217

Parcel W-4602- Legal Description

GRANTOR : WILSHIRE WESTHOLME LLC		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.													
DESCRIPTION : POR. LOT 1 & LOT 2, TRACT 37764, MB 107487-58															
BENCH MARK :															
TITLE REPORT : CHICAGO TITLE NO. 00059749-094-LT2-JC	ADDRESS : 10600 WILSHIRE BLVD LOS ANGELES CA	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>REVISION DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>		NO.	DATE	REVISION DESCRIPTION									
NO.	DATE			REVISION DESCRIPTION											
ASSESSOR'S REF. : 4326-001-217	R.O.W. REFERENCE : R-4048, W-4602														

EXHIBIT "B"

LINE SEGMENT	BEARING	DISTANCE
L1	N 57° 08' 59" E	38.11'
L2	N 14° 04' 42" W	22.13'
L3	N 32° 51' 04" W	40.67'

CURVE	RADIUS	Δ	LENGTH
C1	3039.00'	07° 24' 34"	341.54'
C2	2755.25'	05° 03' 52"	241.54'
C3	98.00'	08° 51' 07"	14.57'

PARCEL	TOTAL	W-4602
AREA - SQUARE FEET	68,380	21,480

**LOS ANGELES COUNTY
METROPOLITAN
TRANSPORTATION AUTHORITY**

APPROVED BY:

[Signature]

MTA PROJECT MANAGER

DATE: 23 July 2019

PARCEL PLAT

W-4602

SHEET 1 OF 1

CONTRACT NO. (PERSON UNIT)

SCALE: 1" = 80'

DATE: 08/23/2019

DRAWN BY: C. DAVIS

CHECKED BY: J. ELLIOTT

REV. DATE: REV. NO.:

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4603**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference. The scope of the subsurface tunnel easement is set forth in Exhibit C attached hereto and incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

- (c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 3rd day of December, 2020.

MICHELE JACKSON
LACMTA Secretary

Date: _____

ATTACHMENTS

Attachment A-19 – Legal Description.
Attachment B-19 – Plat Map

Parcel W-4603– Legal Description

LEGAL DESCRIPTION

EXHIBIT "A"

THAT PORTION OF LOT 7 IN BLOCK 1, OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND THAT PORTION OF LOT 1 IN BLOCK 20 OF TRACT NO. 7803, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 88, PAGES 73 THROUGH 75 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 7; THENCE SOUTH 14°04'42" EAST, 22.73 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 7 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 2639.09 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 00°12'41" WEST; THENCE WESTERLY 101.40 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02°12'05" TO THE NORTHWESTERLY LINE OF SAID LOT 1; THENCE NORTH 75°43'51" EAST, 98.89 FEET ALONG SAID NORTHWESTERLY LINE AND ALONG THE NORTHWESTERLY LINE OF SAID LOT 7 TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +251.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +205.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 64 TO 66 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 110 TO 112 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:


JAMES L. ELLIOTT, P.L.S. 6334

6-25-20
DATE



AFFECTS APN: 4326-001-218

Parcel W-4603- Plat Map

GRANTOR : MIRA CAPITAL LP		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.		
DESCRIPTION : POR, LOT 7, BLK 1, TRACT 4677, MB 92/24-31 & POR, LOT 1, BLK 20, TRACT 7803, MB 88/73-75				
BENCH MARK :				
TITLE REPORT : CHICAGO TITLE NO. 00069730-994-LT2-JC	ADDRESS : 10636 WILSHIRE BLVD LOS ANGELES CA			
ASSESSOR'S REF. : 4326-001-218	R.O.W. REFERENCE : R 4048, W 4603			
		NO.	DATE	REVISION DESCRIPTION

EXHIBIT "B"

LINE SEGMENT	BEARING	DISTANCE
L1	N 14°04'42" W	22.73

CURVE	RADIUS	Δ	LENGTH
C1	2639.09'	02°12'05"	101.40'

PARCEL	TOTAL	W-4603
AREA - SQUARE FEET	19,290	1,021

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

APPROVED BY: *[Signature]* 23.19.2019

SUBMITTED BY: *[Signature]* DATE

PARCEL PLAT

W-4603

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE 1" = 80'

DATE 08/23/2019

DRAWN BY C. DAVIS

CHECKED BY J. ELLIOTT

REV. DATE REV. NO.

EXHIBIT C

SUBSURFACE TUNNEL EASEMENT

SUBSURFACE TUNNEL EASEMENT

A perpetual, assignable and exclusive subsurface easement ("Easement") to the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA"), its successors, and assigns.

This Easement shall be for use by LACMTA and its "Permitees" (which term refers to the officers, directors, employees, agents, contractors, licensees, customers, visitors, invitees, tenants and concessionaires of LACMTA) to construct, maintain, repair, operate, replace, relocate, remove, use and occupy LACMTA's improvements for mass transit purposes, including, but not limited to, a portion of an underground rail tunnel, and all incidental uses related thereto ("LACMTA's Facilities"). LACMTA intends to use the Easement to operate and provide rail train service as part of LACMTA's rail transit operations.

There shall be no building or use of any property upon, above, or contiguous to the Easement that would interfere with, damage or endanger LACMTA's Facilities, or the excavation, construction, maintenance, replacement, enjoyment or use thereof. In order to ensure the structural integrity of LACMTA's Facilities, there shall be no excavation or construction above or adjacent to the Easement without LACMTA's express written consent, and after LACMTA's review of the plans and specifications for excavation or construction. LACMTA's right to consent to such excavation or construction is limited to this purpose, and LACMTA may not unreasonably withhold its consent.

The Easement and all the provisions hereof shall inure to the benefit of, and be binding upon, all parties who claim an interest in the property and LACMTA, and their respective successors and assigns.

HEARING TO ADOPT RESOLUTION OF NECESSITY

WESTSIDE PURPLE LINE EXTENSION SECTION 3

BOARD MEETING DECEMBER 3, 2020

ITEM # 2020-0746

HEARING TO ADOPT RESOLUTION OF NECESSITY WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 3

Project:

- The Westside Purple Line Extension Section 3 Project (WPLE3) is a 2.56 underground heavy rail transit line (subway) rail line that extends from the terminus of WPLE2 in Century City to Veteran's Administration WLA Campus west of the 405 Freeway with twin 20-ft diameter bored tunnels and cross passages.

Property Impacts:

- Acquisition of subsurface tunnel easements ranging in depths from 50 to 84 feet below finished grade
- No impact to the surface improvements or displacements

Property Location:

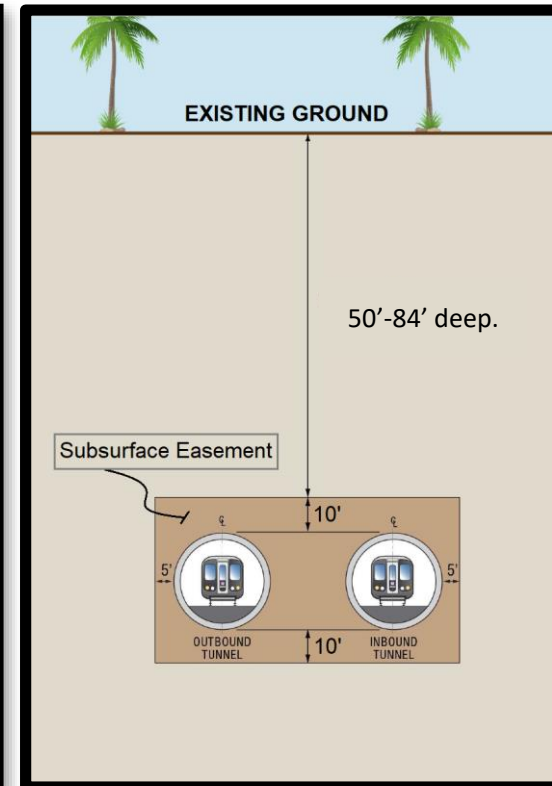
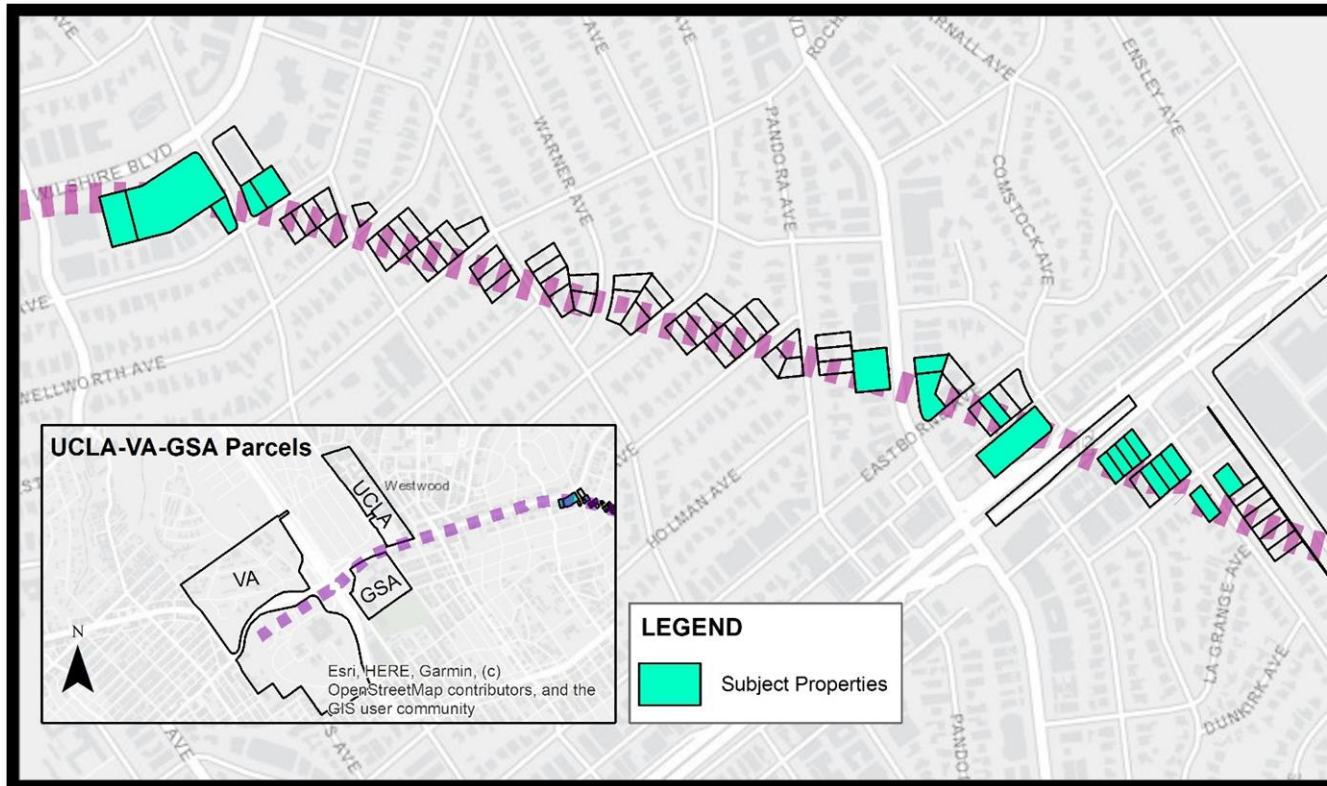
- Between Century Park West in Century City and Wilshire Boulevard in Westwood Village Area

Timing:

- During non-COVID times, an Order of Possession takes approximately six months;
- Scheduled delivery to contractor is March-May 2021
- Court cases can be dropped at any time a voluntary settlement is reached

HEARING TO ADOPT RESOLUTION OF NECESSITY

WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 3



HEARING TO ADOPT RESOLUTION OF NECESSITY WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 3

Staff recommends the Board make the below findings and adopt the Resolution of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- The statutory requirements necessary to acquire the property or property interest by eminent domain have been complied with by LACMTA.