One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Agenda - Final

Thursday, January 22, 2026

10:00 AM

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Board of Directors - Regular Board Meeting

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Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger, 2nd Vice Chair
Karen Bass
James Butts
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general 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 General 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.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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

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

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Dial-in: 888-978-8818 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 22 de Enero de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 12, 16, 17, 24, 25, 28, 29, 30, 33, 35, 36, 37, 38, 39, 40, 41**, 44, and 45.

**Item requires 2/3 vote of the Full Board.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 12.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2026-0031

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2026-0034

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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

10. SUBJECT: SEPULVEDA TRANSIT CORRIDOR PROJECT 2025-1062

RECOMMENDATION

CONSIDER:

A. APPROVING the Locally Preferred Alternative (LPA) as Modified Alternative 5: Heavy rail transit underground between the Van Nuys Metrolink Station and the E Line Expo/Sepulveda Station modified to provide a connection to the Metro G Line and East San Fernando Valley (ESFV) Light Rail Line at Van Nuys Boulevard;

B. AUTHORIZING further design refinement and advancement of the LPA to address project cost, risk, and comments received on the Draft Environmental Impact Report (EIR), including but not limited to defining an Initial Operating Segment (IOS) and a phasing plan with priority given to connecting the San Fernando Valley-at the Metro G Line and ESFV Light Rail Line at Van Nuys Boulevard-and the Westside-at the Metro D

Line-including refined maintenance and storage strategy; and

C. AUTHORIZING advancement of the Final EIR and any additional environmental documentation required as a result of selecting the LPA and development of an IOS.

Attachments: Attachment A - Sepulveda Transit Corridor Draft EIR Executive Summary
Attachment B - Sepulveda Transit Corridor Modified Alternative 5 Map
Attachment C - Sepulveda Transit Corridor Cost-Benefit Analysis
Attachment D - Memorandum of Understanding between LA Metro and LADWP
Presentation

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

11. SUBJECT: C LINE EXTENSION TO TORRANCE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION 2025-0818

RECOMMENDATION

CONSIDER:

A. APPROVING the Board selected Locally Preferred Alternative (LPA), a 4.5 -mile fully grade-separated light rail extension of the C Line Extension to Torrance (now K Line) with two stations in Redondo Beach and Torrance as the Project (Project);

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);

C. ADOPTING, in accordance with CEQA, the:
   1. Findings of Fact and Statement of Overriding Considerations, and
   2. Mitigation, Monitoring and Reporting Program (MMRP); and

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

Attachments:

Attachment A - Board Motion 30.1, May 23, 2024

Attachment B - Final EIR Executive Summary

Attachment C-1 - Findings of Fact and Statement of Overriding Considerations

Attachment C-2 - Findings of Fact & Stmt of Overriding Consid. - Hawthorne Op

Attachment D - MMRP

Attachment E - Hawthorne Option Key Issues & Responses

Attachment F - Summary of Recent Engagement Since LPA

Attachment G - Summary of Preliminary Delivery Approach

Attachment H - Cost Benefit Analysis

Presentation

11.1. SUBJECT: STRENGTHENING TRANSIT ACCESS AND MOBILITY IN THE SOUTH BAY THROUGH THE C LINE EXTENSION TO TORRANCE MOTION 2026-0037

RECOMMENDATION

APPROVE Motion by Mitchell, Sandoval, and Dupont-Walker that the Board direct the Chief Executive Officer to:

A. APPROVE the Hawthorne Option, a 4.5-mile light rail line with two (2) stations that extends from the existing Redondo Beach (Marine) Station at its northern terminus along Hawthorne Boulevard before rejoining the Metro Right of Way south of 190th Street to its southern terminus station at the Torrance Transit Center, as the Project (Project);

B. CERTIFY in accordance with the California Environmental Quality Act (CEQA) the Final Environmental Impact Report (EIR);

C. ADOPT, in accordance with CEQA, the:
   1. Findings of Fact and Statement of Overriding Considerations for the Hawthorne Option, and
   2. Mitigation Monitoring and Reporting Plan (MMRP); and

D. AUTHORIZE the Chief Executive Officer (CEO) to file a Notice of Determination (NOD) with the Los Angeles County Clerk and the State of California Clearinghouse.

WE, FURTHER MOVE, that the Board direct the Chief Executive Officer to:

E. Report back on recommendations for enhanced pedestrian access to the South Bay Galleria Station in addition to or instead of the proposed mid-block pedestrian crossing and signalized crossing, including the benefits and challenges of a pedestrian bridge;

F. Expand Metro's construction mitigation programs for the C Line Extension to Torrance Project, including but not limited to the Business Interruption Fund (BIF); Eat, Shop, and Play Program; and the Business Solutions Center;

G. Upon commencement of preparations to establish the BIF, report back to the board:
   1. An analysis of the construction impacts on the business corridor along the Project and updated construction timeline; and
   2. Activities to support the establishment of the BIF on the Project and coordination across Metro's other construction mitigation programs, including BIF outreach that utilizes best practices inclusive of but not limited to culturally competent and inclusive technical assistance;

H. Prioritize the C Line Extension to Torrance Project for inclusion in the Pilot Investment Fund program or an iteration of the Pilot Investment Fund to maximize business preservation after the construction of the Project;

I. Continue to refine the Project, including environmental analysis, while conducting value engineering and identifying and implementing pre-construction and early works projects in order to reduce cost;

J. Continue to pursue State and local funding to complete the funding plan;

K. Report back quarterly on progress on Caltrans Director's Transit Policy, including expediting permitting, that can be utilized on this and other Metro projects, and on progress on Caltrans relinquishing Hawthorne Boulevard to the Cities of Redondo Beach and Torrance;

L. Initiate outreach to responsible agencies and jurisdictions requiring permits and approvals for the Project's construction and implementation, including Caltrans and the Cities of Lawndale, Redondo Beach, and Torrance, to centralize and streamline permits and approvals expeditiously without delay; and

M. Initiate outreach with the Cities of Redondo Beach and Torrance to discuss qualifying contributions toward the 3% local contribution obligation, including centralized permitting and qualifying First-Last-Mile improvements for the South Bay Galleria and Torrance Transit Center stations.

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

21. SUBJECT: MEASURE M PROGRAM 2025-0985

RECOMMENDATION

ADOPT a resolution that authorizes the Chief Executive Officer to:

A. ESTABLISH the Measure M Short-Term Borrowing Program (Attachment A); and

B. EXECUTE and deliver all necessary documents related to the Measure M Short-Term Borrowing Program to enter into revolving credit agreements (Attachment B).

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE BOARD)

Attachments: Attachment A - Measure M Short-Term Borrowing Program Resolution
Attachment B - Authorizing Resolution
Attachment C - Bank Recommendation Summary
Attachment D - Measure M Oversight Committee Finding of Benefit Resolution
Presentation

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

22. SUBJECT: I-105 EXPRESSLANES PROJECT - TOLL REVENUE BONDS AND TIFIA LOAN FINANCINGS 2025-1044

RECOMMENDATION

ADOPT:

A. a Resolution (Attachment A) that authorizes the issuance and sale of a combined aggregate principal amount not to exceed $1.7 billion for the I-105 ExpressLanes Project in the form of the Toll Revenue First Lien Bonds in one or more series, Toll Revenue Third Lien Bonds, and/or TIFIA Loan Agreement and the taking all other actions necessary in connection with the issuance of the bonds and/or loan; and

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE BOARD)

B. the revised Toll Policy (Attachment B).

Attachments: Attachment A - Authorizing Resolution
Attachment B - Toll Policy
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

33.1. SUBJECT: METRO GOVERNANCE REVIEW MOTION 2026-0035

RECOMMENDATION

APPROVE Motion By Dutra, Barger, Horvath, Padilla, Najarian, and Dupont-Walker that the Board direct the Chief Executive Officer to:

A. A benchmarking analysis of peer transit agencies of comparable size, scope, and governance complexity, including a summary of each agency's governing board composition, appointment or selection structure, voting authority, and any relevant statutory or local governance provisions;

B. An overview of the governing body composition of other major public agencies operating within the Los Angeles Metropolitan region, particularly those with regionwide responsibilities or significant public investment oversight, to provide local context on common approaches to representation and jurisdictional participation;

C. An explanation of the historical context for Metro's current Board composition, including agency consolidation and the evolution of the agency's governance structure and key considerations that shaped representation;

D. A compilation of basic demographic and jurisdictional context for Los Angeles County, including a snapshot of incorporated cities and unincorporated areas, population distribution, and governance geography, presented for informational purposes to support the Committee's understanding of regional representation; and

E. A plan for community and stakeholder engagement, including but not limited to Los Angeles County Councils of Government, to ensure any recommendation reflects the diverse viewpoints of local residents, organizations, and municipalities.

END OF NON-CONSENT

49. SUBJECT: CLOSED SESSION 2026-0036

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

1. Richard Antoine, et al. v. LACMTA
   LASC Case No. 23CMCV00586, 23CMCV00242, and 24CMCV00238
2. Cipriano Lopez, et al. v. Christopher Harrris, et al.,
   LASC Case No. 24STCV10223
3. Jesus Ayala Hernandez v. LACMTA
   LASC Case No. 22STCV33637

B. Conference with Real Estate Negotiator - Government Code 54956.8

Property: PBONE OSF-C, LLC, 100 S. Santa Fe Avenue, Los Angeles, CA
Agency Negotiator: Steve Craig Justesen, EO, and John Beck, Manager
Negotiating Party: Brendon Sullivan, Senior Vice President
Under Negotiations: Price and Terms

C. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)

Initiation of Litigation (One case)

D. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: SMART, AFSCME, ATU, TCU and Teamsters

E. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Executive Officer

CONSENT CALENDAR- ITEMS 2, 12, 16, 17, 24, 25, 28, 29, 30, 33, 35, 36, 37, 38, 39, 40, 41**, 44, AND 45.

2. SUBJECT: MINUTES 2026-0032

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held December 4, 2025 and the Special Board Meeting held January 14, 2026.

Attachments: Regular Board Meeting MINUTES - December 4, 2025
December 2025 RBM Public Comments
Special Board Meeting MINUTES - January 14, 2026
January 2026 SBM Public Comments Redacted

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

12. SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE 2025-0906

RECOMMENDATION

CONSIDER:

A. APPROVING $59,296,086 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program include improvements related to traffic signal, pedestrian, bicycle, transit, and roadways;

B. APPROVING the deobligation of $3,371,977 in previously approved Measure R Multimodal Highway Subregional Program funds to re-allocate said funds to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance, as shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved Projects.

Attachments: Attachment A - Measure R Multimodal Hwy Subregional Programs - Jan 2026
Attachment B - Motion 42
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

16. SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT 2025-1011

RECOMMENDATION

CONSIDER:

A. APPROVING an increase in total authorized funding and executing Modification No. 14 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-To-Exceed (NTE) amount of $35,000,000, increasing the total contract authorized funding from an NTE amount of $149,782,000 to an NTE amount of $184,782,000, and exercising the second, one-year (1) option extending the contract term from April 25, 2026 to April 25, 2027; and

B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

Attachments:
Attachment A - Procurement Summary
Attachment B - Proposed Task Order Work List
Attachment C - DEOD Summary
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

17. SUBJECT: METRO A LINE/GOLD LINE FOOTHILL EXTENSION PHASE 2B2 PROJECT 2025-1028

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to approve programming of $95 million for FY26 thru FY28 to complete the design and advance procurement efforts for Phase 2B2, Pomona to Claremont, of the Gold Line Foothill Extension Phase 2B2 Project utilizing allocated SB125 funds.

Attachments:
Attachment A - Project Funding
Attachment B - Expenditure Plan
Attachment C - Project Description
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

24. SUBJECT: EXECUTIVE STRATEGIC ADVISORY SERVICES 2025-0929

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD a three-year firm fixed unit rate Contract No. PS131207000D1 (Discipline 1) to WSP USA, Inc. to provide strategic advisory services in the Not-To-Exceed (NTE) amount of $1,700,000, effective February 16, 2026, subject to the resolution of properly submitted protest(s), if any; and

B. AWARD a three-year firm fixed unit rate Contract No. PS13207001D2 (Discipline 2) to WSP USA, Inc. to provide mega events advisory services in the NTE amount of $740,000, effective February 16, 2026, subject to the resolution of properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

25. SUBJECT: CARTOGRAPHY SERVICES 2025-0966

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS82879000 with DCR Design, LLC for map design services in the amount of $600,000, increasing the not-to-exceed contract amount from $550,000 to $1,150,000, and extending the period of performance from April 1, 2026, to March 31, 2029.

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

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

28. SUBJECT: UPDATE ON LANDMARK UNSOLICITED PROPOSAL FOR METRO WORKFORCE HOUSING 2025-0956

RECOMMENDATION

AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into an Exclusive Negotiation Agreement (ENA) with Treehouse Leimert PropCo LLC to negotiate key terms and conditions for a period of six months with an option for an additional six-month extension.

Attachments: Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

29. SUBJECT: FINDINGS REQUIRED FOR ELIGIBLE SUBSIDIARY BODIES TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH SB 707 (DURAZO) 2025-1081

RECOMMENDATION

CONSIDER:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies (Attachment A) as defined by SB 707:

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.

(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.

(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

B. AUTHORIZING eligible subsidiary bodies (Attachment A) to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707; and

C. RECEIVING AND FILING the update on relaxed teleconferencing rules as stated in SB 707 (Attachment B).

Attachments: Attachment A - Eligible Subsidiary Bodies
Attachment B - SB 707 Durazo
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

30. SUBJECT: PUBLIC FACING MOBILE APP 2025-1033

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS129614000 to Moovit, Inc. for the public facing mobile app in the amount of $4,350,000 for the four-year base period, and $400,000 for the one-year option term, for a total amount of $4,750,000, subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Board Motion
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Presentation

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

33. SUBJECT: FEDERAL AND STATE REPORT 2025-1053

RECOMMENDATION

CONSIDER:

A. RECEIVING the Federal and State Legislative Report;

B. ADOPTING staff recommended position:
SB 677 (Wiener) - Housing development: transit-oriented development. - **OPPOSE UNLESS AMENDED** (Attachment A).

Attachments: Attachment A - SB 677 (Wiener) Legislative Analysis
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

35. SUBJECT: CONSULTANT SUPPORT SERVICES FOR THE HR4000 HEAVY RAIL VEHICLE (HRV) PROCUREMENT PROGRAM, TECHNICAL MANAGEMENT SUPPORT SERVICES 2025-0779

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Contract Modification No. 21 to Contract No. OP24162700030433487, a cost plus fixed-fee contract with HATCH Associates Consultants, Inc. (HATCH), formerly LTK Engineering Services for the HR4000 Heavy Rail Vehicle (HRV) Acquisition, Technical Support Services, increasing the Not-To-Exceed (NTE) amount by $7,857,071 from $23,557,400 to $31,414,471 and extending the period of performance from May 1, 2026, to July 30, 2031; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

36. SUBJECT: CONTACT WIRES FOR C LINE OVERHEAD CATENARY SYSTEM (OCS) REPLACEMENT 2025-0851

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 12-month firm-fixed-price contract, Contract No. DR133227(3)000, to Toro Global, the lowest responsive and responsible bidder for 133,248 linear feet of contact wire to support the C Line Overhead Catenary System (OCS) Replacement Project for a firm fixed price of $2,234,542.31 inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

37. SUBJECT: 7TH STREET METRO CENTER TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT 2025-0897

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a two-year firm fixed price contract, Contract No. OP134899000 to L. K. Comstock National Transit, LLC, the lowest responsive and responsible bidder for the 7th Street Metro Traction Power Substation (TPSS) replacement project on the Metro A Line, in the amount of $16,501,575, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any; and

B. INCREASE the Life of Project Budget (LOP) for the Metro A Line 7th Metro Traction Power Substations Replacement and Project 205127 by $14,245,111, increasing the Life of Project (LOP) from $7,860,000 to $22,105,111.

Attachments:
Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Project Expenditure Plan
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

38. SUBJECT: APPOINTMENT TO METRO GATEWAY CITIES SERVICE COUNCIL 2025-0940

RECOMMENDATION

APPROVE nominee for membership on Metro's Gateway Cities Service Council (Attachment A).

Attachments:
Attachment A - Nomination Letter
Attachment B - New Appointee Biography and Qualifications
Attachment C - Service Councils Demographic Information
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

39. SUBJECT: P2000, P2550 LIGHT RAIL VEHICLE and HR4000 HEAVY RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS) 2025-0943

RECOMMENDATION

EXECUTE Contract Modification No. 6, to Contract No. TS83056-2000, a firm fixed fee contract with Siemens Mobility, Inc. to exercise Options 2, 3 & 4 for installation and commissioning of the Integrated Data and Communication System (IDCS) on P2000, P2550 Light Rail Vehicles, and HR4000 Heavy Rail Vehicles, increasing the Not-To-Exceed (NTE) amount by $15,608,842 from $23,319,884 to $38,928,726. This action does not change the Board-approved Life-of-Project (LOP) for this project of $44,436,129.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification Log
Attachment C - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

40. SUBJECT: OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS 2025-0998

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 1 to Contract No. OP125246000 with Clean Energy for Divisions 2, 8, 9, and 15 to add the Operations and Maintenance (O&M) of Compressed Natural Gas (CNG) Fueling Stations at Division 13 in an amount Not-To-Exceed (NTE) $1,200,000, increasing the total contract value from $6,150,097 to $7,350,097; and

B. EXECUTE Modification No. 2 to Contract OP749030003367 with Clean Energy for Divisions 1, 3, 5, 7, 10, and 18 to continue the O&M of CNG Fueling Stations at those Divisions, in the NTE amount of $3,676,720, increasing the total contract value from $5,785,439 to $9,462,159.

Attachments: Attachment A - Procurement Summary OP125246000
Attachment B - Contract Modification/Change Order Log OP125246000
Attachment C - Procurement Summary OP749030003367
Attachment D - Contract Modification/Change Order Log OP749030003367
Attachment E - DEOD Summary OP125246000
Attachment F - DEOD Summary OP749030003367
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

41. SUBJECT: DIGITAL PRINTING PRESS 2025-0870

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a non-competitive firm fixed price Contract No. PS134472000 to Konica Minolta Business Solutions U.S.A, Inc. for the purchase of a large format digital printing press in support of Metro's Print Shop in the amount of $1,268,105; and

B. FINDING that there is only a single source of procurement for the item(s) set forth in recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use, as defined under Public Utilities Code Section 130237.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

44. SUBJECT: METRO EXPRESSLANES - BACK OFFICE SYSTEM 2025-1009

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS40164-2000 with TransCore LP for Metro ExpressLanes Back Office System (BOS) and exercise the first three-year option starting March 9, 2026 through March 9, 2029, in an amount Not-To-Exceed (NTE) $19,031,882, increasing the total contract price from $48,327,615 to $67,359,497.

Attachments: Attachment A - Procurement Summary PS40164-2000
Attachment B - Contract Modification - Change Order Log PS40164-2000
Attachment C - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

45. SUBJECT: ON-ROUTE OPPORTUNITY CHARGERS FOR ZERO EMISSION BUSES 2025-1017

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a seven-year, firm fixed unit rate contract, Contract No. OP128598000 to Camber Operating, Inc., for the acquisition and installation of up to 73 on-route opportunity chargers and associated components, parts, and software, and a Service Level Agreement (SLA) for the maintenance of the equipment in the Not-To-Exceed (NTE) amount of $58,244,127, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved Contract Modification Authority (CMA).

Attachments: Attachment A - Board Motion 50
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2026-0033

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

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

Metro

Board Report

File #: 2025-1062, **File Type:** Project **Agenda Number:** 10.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 14, 2026

SUBJECT: SEPULVEDA TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the Locally Preferred Alternative (LPA) as Modified Alternative 5: Heavy rail transit underground between the Van Nuys Metrolink Station and the E Line Expo/Sepulveda Station modified to provide a connection to the Metro G Line and East San Fernando Valley (ESFV) Light Rail Line at Van Nuys Boulevard;

B. AUTHORIZING further design refinement and advancement of the LPA to address project cost, risk, and comments received on the Draft Environmental Impact Report (EIR), including but not limited to defining an Initial Operating Segment (IOS) and a phasing plan with priority given to connecting the San Fernando Valley-at the Metro G Line and ESFV Light Rail Line at Van Nuys Boulevard-and the Westside-at the Metro D Line-including refined maintenance and storage strategy; and

C. AUTHORIZING advancement of the Final EIR and any additional environmental documentation required as a result of selecting the LPA and development of an IOS.

YAROSLAVSKY, BASS, PADILLA, NAJARIAN, AND MITCHELL AMENDMENT:
To direct the Chief Executive Office to:

A. Report back within 90 days on a community engagement plan with the communities who will be directly impacted by the Modified Alternative 5 alignment, especially within the Initial Operating Segment.

B. Work with the relevant City of Los Angeles council offices and the Directors who represent the areas directly impacted by the Modified Alternative 5 to identify resident community groups and other stakeholders within the proposed alignment.

C. Provide outreach materials as they become available explaining Modified Alternative 5, including maps, anticipated construction impacts, and potential property or access impacts.

D. Maintain a publicly accessible outreach calendar that provides at least two weeks advance notice on any outreach workshops.

BASS AMENDMENT: Report back within 120 days on transportation alternatives to address first and last-mile connections to the Getty Center that align with and enhance Metro's commitments to accessing cultural destinations.

ISSUE

The Sepulveda Transit Corridor Project (the Project) adds a critical regional connection to the transportation network, linking the San Fernando Valley with the Westside and providing a reliable, fast alternative to the congested Interstate 405 (I-405) freeway. Metro is the CEQA lead agency that is responsible for preparing the EIR for the Project. The Draft EIR was released on June 2, 2025. To focus efforts moving forward on the most feasible alternative that best meets the Project's goals and objectives, the Metro Board of Directors may now select a single alignment (or Locally Preferred Alternative) for further analysis in the Final EIR and any additional environmental documentation required to environmentally clear the LPA.

BACKGROUND

The Sepulveda Corridor is a vital link for the communities of greater Los Angeles, connecting residents in the San Fernando Valley to the Westside's bustling employment hubs and cultural landmarks. The natural barrier created by the Santa Monica Mountains makes traveling between the San Fernando Valley and the Westside difficult and slow. The I-405 is one of the most congested corridors in the country-ranked #17 nationally and #4 in California-and transit service between the San Fernando Valley and the Westside is limited. The Project would add a critical regional connection to the transportation network, linking the San Fernando Valley with the Westside and providing a fast, safe and reliable alternative to the congested I-405 freeway.

In 2016, Los Angeles County voters approved Measure M, which included transit improvements between the San Fernando Valley, the Westside, and Los Angeles International Airport (LAX). Measure M identifies the implementation of the Sepulveda Transit Corridor Project in two phases: 1) Segment between the San Fernando Valley and the Westside; and 2) Extension to LAX.

Between 2017 and 2019, Metro conducted the Sepulveda Transit Corridor Feasibility Study, which identified three feasible heavy rail alternatives and one feasible monorail alternative between the San Fernando Valley and the Westside. The Board received the findings of the study in 2019.

In July 2019, the Board approved a finding that using a pre-development agreement (PDA) approach pursuant to Public Utilities Code Section 130242 will achieve certain private sector efficiencies in the integration of the planning, design, and construction of the Project. A PDA is a form of early

contractor involvement where a private project developer participates in early project definition and design in partnership with the project owner. This is the first time Metro has utilized a PDA. Subsequently, in March 2021, the Board approved the award of PDAs with two contractor teams for the further definition and design development of the contractors' transit alternatives. In August 2021, a Notice to Proceed was issued to these teams, which resulted in five PDA alternatives being carried forward for environmental study. In addition, elements from the Feasibility Study that were not proposed by either PDA team were incorporated into a sixth alternative for environmental review by Metro's environmental consultant. The six alternatives include both monorail and heavy rail trains and range between approximately 13 and 16 miles in length. From north to south, these routes all connect to the Van Nuys Metrolink Station, future ESFV Light Rail Line, Metro G Line (Orange), future Metro D Line (Purple), and Metro E Line (Expo).

The Project began the CEQA environmental clearance process on November 30, 2021, and the scoping period extended for 74 days through February 11, 2022. In July 2024, one of the alternatives (Alternative 2) was removed from further consideration at the request of one of the PDA teams. The Draft EIR, which evaluated the five remaining alternatives, was released on June 2, 2025 for a 90-day public review and comment period through August 30, 2025.

The Measure M Expenditure Plan identifies $5.7 billion (2015$) in funding for the Project, and additional funds will be needed to construct any of the build alternatives to connect the San Fernando Valley and the Westside. Metro is considering utilizing a public-private partnership, or P3, for delivery of the Project. The two PDA teams are actively pursuing the opportunity to design, construct, operate, maintain and finance the Project through a P3 delivery method.

DISCUSSION

The Sepulveda Transit Corridor Project would:

- **Connect the San Fernando Valley**-where more than 1.8 million people live-**and the rest of the region to major destinations and job centers**, including Century City, Westwood, and UCLA. Each day 86,000 students, faculty, staff, and visitors travel to the UCLA campus, and more than 50,000 people work in Century City;
- **Leverage other existing and planned transit investments** to improve accessibility and mobility by providing Angelenos a north-south link between major transit lines, including the Metrolink Ventura County Line, the Metro ESFV Light Rail Line, and the Metro D, E, and G Lines; and
- **Increase economic output** in the Los Angeles region by $25.5 billion to $42.9 billion, generating $7.3 billion to $12.1 billion in additional wages due to construction.

Traffic congestion in the Project Study Area is likely to continue to deteriorate, with the number of trips forecast to grow approximately 17 percent by 2042 and 24 percent by 2057. Improvements in mobility are needed in the corridor. The Project would:

- **Expand mobility** with a fast and dependable rail option that could attract approximately 63,000 to 124,000 daily riders;
- Result in **time savings for riders** traveling between the San Fernando Valley and the

Westside-a trip that is currently about 40 to 80 minutes by car and unreliable due to unpredictable traffic conditions would take 18 to 33 minutes by transit;
- **Attract** 20,000 to 42,000 **new daily transit riders** by serving an area underserved by existing transit infrastructure;
- Provide mobility options that would result in **reduction in vehicles miles traveled** by an estimated 342,000 to 775,000 each day, **reducing air pollution and providing health and economic productivity benefits**; and
- Result in people who would otherwise drive using transit, leading to **improved safety and reliability on roads and highways, improved emergency access in canyons, and opportunities for congestion reduction** through the I-405 corridor, including saving on average over 10 million to over 25 million person hours a year for roadway users.

Alternatives Evaluated in the Draft EIR

The Draft EIR evaluates five rail transit alternatives that connect the San Fernando Valley with the Westside. For all alternatives, the northern end of the Project would be at the Van Nuys Metrolink/Amtrak station, and the southern end point at the Metro E Line. As required by CEQA, a "No Project" alternative is also being considered. Descriptions of these project alternatives, including maps, are in the Draft EIR Executive Summary (Attachment A). The following is a high-level description of each alternative.

Alternative 1: Monorail with aerial alignment in the I-405 corridor (15.1 miles, eight aerial stations), electric bus connection to UCLA. Monorail maintenance and storage facility (MSF) options: 1) East of I-405 south of Metrolink Ventura County Line tracks; 2) East of Van Nuys Metrolink Station. Electric bus MSF at the northwest corner of Pico Boulevard and Cotner Avenue.

Alternative 3: Monorail with aerial alignment in the I-405 corridor and underground alignment between the Getty Center and Wilshire Boulevard (16.1 miles, seven aerial stations, two underground stations). MSF options: 1) East of I-405 south of Metrolink Ventura County Line tracks; 2) East of Van Nuys Metrolink Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Boulevard and aerial alignment generally along Sepulveda Boulevard in the San Fernando Valley (13.9 miles, four aerial stations, four underground stations). MSF west of Woodman Avenue, south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including below Sepulveda Boulevard in the San Fernando Valley (13.8 miles, one aerial station, seven underground stations). MSF west of Woodman Avenue, south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with underground alignment along Van Nuys Boulevard in the San Fernando Valley and a southern terminus station at Bundy Drive (12.9 miles, seven underground stations). MSF west of Woodman Avenue, south of the Metrolink Ventura County Line railroad tracks.

NOTE: Alternative 2 was removed from further consideration during the environmental process in July 2024.

Table 1 includes a summary of project components for each alternative.

Table 1: Summary of Build Alternative Project Components

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Train Technology	Automated Monorail	Automated Monorail	Automated Heavy Rail	Automated Heavy Rail	Driver-Operated Heavy Rail
Alignment	Aerial	Aerial/ Underground	Aerial (n. of Valley Vista) /Underground	Aerial (n. of Raymer)/ Underground	Underground
Length (miles)	15.1	16.1	13.9	13.8	12.9
Stations	8	9	8	8	7
End-to-end travel time (minutes)	~28	~33	~20	~20	~18
Peak train frequency (minutes)	2.77	2.77	2.5	2.5	4
Connection to UCLA	Electric Bus	Station under campus	Station under campus	Station under campus	Station under campus

Comparison of Alternatives Studied in Draft EIR

The Draft EIR evaluates five transit alternatives at equal levels of detail. Table 2 provides a comparison of some key metrics between these alternatives.

Table 2: Comparison of Draft EIR Alternatives

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
End-to-end travel time (minutes)	~28	~33	~20	~20	~18
Peak train frequency (minutes)	2.77	2.77	2.5	2.5	4
Daily Ridership (2045)	~63,000	~82,000	~123,000	~124,000	~107,000
Daily New Riders (2045)	~20,000	~26,000	~42,000	~42,000	~37,000
Daily VMT Reduction (2045)	~342,000	~451,000	~768,000	~775,000	~695,000
Residential Acquisitions	1	1	212	34	127
Capital Cost (2023$)	$15.4B	$20.8B	$20.0B	$24.2B	$24.4B
Annual Operating and Maintenance Cost (2023$)	$131M	$130M	$147M	$148M	$157M
FTA Cost Effectiveness[1]	$36.48	$32.60	$21.85	$24,39	$27.35

[1] Federal Transit Administration (FTA) Cost Effectiveness is the annualized cost per annual linked project trip. A lower number is a more cost-effective alternative.

The following section describes the key opportunities and challenges for each alternative studied in the Draft EIR.

No Project considers existing conditions and what would be reasonably expected to occur in the foreseeable future if the Project does not occur. Metro's Line 761 would still traverse the Sepulveda Pass and continue to be caught in the same congestion that others face. Performance against the No Project Alternative is how all the other alternatives are evaluated. For example, all Project Alternatives reduce VMT over the No Project Alternative, ranging from 341,800 (Alternative 1) at the low end to 775,100 (Alternative 5) at the high end each day. All Project Alternatives add new daily transit trips to the transit network that would otherwise not be taken under the No Project Alternative, ranging from 20,501 (Alternative 1) to 42,043 (Alternative 5) daily. With the No Project Alternative, there would not be a fast, reliable alternative to existing routes through the Sepulveda Pass.

Alternative 1 has the lowest capital cost among the project alternatives ($15.4 billion) which is about 37% less than the highest cost alternative. It also has the lowest ridership at approximately 51% of the highest ridership alternative. In the Draft EIR, Alternative 1 was identified as the Environmentally Superior Alternative as it has the fewest significant and unavoidable environmental impacts. It does not provide a direct rail connection to UCLA but does include an electric bus connection. This alternative has the lowest VMT reduction and FTA cost effectiveness and includes partial and temporary construction easements on VA property.

Alternative 3 is the only alternative that provides a rail connection to two major destinations in the Study Area, the Getty Center and UCLA. Alternative 3 has the longest end-to-end travel time at approximately 33 minutes. It has slightly higher capital cost than Alternative 4 (~4% more) and is forecasted to have approximately two-thirds of the ridership. Alternative 3 also has partial and temporary construction easements on VA property.

Alternative 4 is lower cost than Alternative 5 (approximately $4.2 billion or 17% less) with similar mobility benefits and has the best FTA cost effectiveness. Alternative 4 also has the highest number of residential acquisitions (212 units, 202 of which are multifamily) and there are community concerns about an aerial structure along Sepulveda Boulevard in Sherman Oaks and Van Nuys. Additionally, the single MSF location, situated east of the Metrolink Van Nuys Station, conflicts with LADWP's Mid-Valley Water Facility Project

Alternative 5 is the highest ridership alternative with the fewest residential acquisitions among heavy rail alternatives. It is higher cost than Alternative 4 (approximately $4.2 billion or 17% more) with similar mobility benefits. Additionally, the single MSF location, situated east of the Metrolink Van Nuys Station, conflicts with LADWP's Mid-Valley Water Facility Project.

Alternative 6 has the fastest end-to-end travel time (~18 minutes) and shortest alignment. It has the highest capital cost ($24.4 billion) and would have trains arriving less frequently than other alternatives. It includes a mid-tunnel ventilation shaft in the Santa Monica Mountains on the LADWP Stone Canyon Reservoir parcel. Alternative 6 has the second most residential acquisitions of any alternative (127 multifamily units). Because it follows Van Nuys Boulevard in the San Fernando Valley, the route of the ESFV Light Rail Line, it does not have a station at Sherman Way and has the fewest number of stations of any alternative. Additionally, the single MSF location, situated east of the Metrolink Van Nuys Station, conflicts with LADWP's Mid-Valley Water Facility Project

Community and Stakeholder Engagement and Comments

The Draft EIR was released for public review and comment for 90-days from June 2, 2025 through August 30, 2025. Public notification was done in accordance with CEQA requirements and included direct mail (approximately 50,000 postcards), Community-Based Organization (CBO)-led door-to-door drop-offs (approximately 750 residences and 250 businesses), CBO-led public counter drop-offs (approximately 800 flyers across 30 locations), CBO-led transit intercept outreach, distribution of legal notices, social media posts and ads, e-blasts, press release, notices on the project website, bus car cards, information booths at local events, earned media and other methods. The Notice of Availability was filed with the California State Clearinghouse and mailed to public and responsible agencies, organizations, elected officials, and other interested parties. The Notice of Availability was distributed at the start of the comment period to announce the availability of the Draft EIR and to promote the public hearings.

During the 90-day public review period, Metro hosted five Information Sessions and five Public Hearings. Additionally, a round of five Community Meetings was held in the weeks leading up to the Draft EIR release to provide information about project status, benefits, costs and construction schedules. Each round of meetings included one virtual and four in-person sessions. In total, 8,074 formal comment submissions were received during the public review period. Comments were received by various methods, including oral and written comments at the Public Hearings, written comments at the Information Sessions, online submissions, project email submissions, mail submissions, and phone submissions. A majority of the comments (approximately 85%) were submitted through the online SmartComment form. Of the comments received, approximately 98% were from individuals, with the remainder from public agencies, elected officials, businesses and community organizations.

Overall, 7,308 of the comment submissions (90.5%) expressed support for the Project, either for a specific alternative(s) or the overall Project. In total, 69 of the comment submissions (0.9%) expressed opposition to the overall Project. Table 3 summarizes the number of comments that expressed support for a specific alternative or mode.

Table 3: Comment Submissions Expressing Support by Alternative and Rail Mode

	Number	Percent
Alternative 1	96/8,074	1.2%
Alternative 3	2,230/8,074	27.6%
Alternative 4	2,273/8,074	28.2%
Alternative 5	1,149/8,074	14.2%
Alternative 6	267/8,074	3.3%
Getty Center Station*	1,129/8,074	14.0%
Monorail	108/8,074	1.3%
Heavy Rail	729/8,074	9.0%
Overall Project	816/8,074	10.1%

*Comment submissions that indicated support for transit to the Getty Center, but did not specify an alternative or mode
Note: The total number of comments expressing support (7,308) is less than the sum of comments expressing support for each alternative and mode because some comments expressed support for more than one alternative or mode.

The most frequently cited environmental topics in public comments included noise and vibration; transportation; geology, soils, seismic and paleontological resources; and public services. The most frequently cited non-environmental topics included project design; project cost; and real estate and acquisitions. Engineering and design comments included those related to connections to other transit lines, the UCLA campus station, tunneling, and freeway proximity to stations. The planning issues included comments related to travel times, ridership, funding availability, cost-effectiveness, and connectivity of stations.

Some additional specific comments were received that could further inform LPA selection, design refinement and/or additional study. These include:

- *Los Angeles Department of Water and Power (LADWP):* Expressed concern about alternatives and/or project features that could impact LADWP operations including but not limited to MSF sites east of the Van Nuys Metrolink station - which conflict with existing operations and the planned Mid-Valley Water Facility - and use of the Stone Canyon Reservoir property (all Alternatives except Alternatives 1 & 3 with Design Option 1 MSF).
- *Southern California Regional Rail Authority (SCRRA):* Expressed concern about the maintenance and storage facility location adjacent to Metrolink Ventura County Line track, east of the Van Nuys Metrolink Station potentially interfering with Metrolink operations and/or future track or capacity expansion (all Alternatives except Design Option 1 MSF for Alternatives 1 & 3).
- *United States Department of Veterans Affairs (VA):* Noted that no VA property at the West Los Angeles VA Medical Center, the Los Angeles National Cemetery or nearby GSA-owned Veterans Benefit Administration will be available for encroachment by any alternative and any alternative that did would need to be redesigned (Alternatives 1 & 3).
- *UCLA*: Noted support for the project and a station on or adjacent to the UCLA campus but expressed concern about construction impacts at the center of campus and suggested that Metro consider a less disruptive station location (Alternatives 3, 4, 5, 6).

LPA Selection and Recommendation

Based on technical evaluation and community and stakeholder input, Metro staff recommend Modified Alternative 5 (Attachment B) as the LPA. Alternative 5 as defined in the Draft EIR would be modified to connect to the Van Nuys G Line Station and future ESFV Light Rail Line station at the G Line along Van Nuys Boulevard. Modified Alternative 5 leverages the strengths of Alternative 5-high ridership, high frequencies, shorter station construction sites and avoiding the construction of a ventilation shaft in the Santa Monica Mountains-with connectivity benefits along Van Nuys Boulevard from Alternative 6.

Additionally, connecting directly to Van Nuys Boulevard in the San Fernando Valley (similar to Alternative 6) instead of using Sepulveda Boulevard reduces overall Project length and therefore would likely reduce Project costs as well as travel times.

The Project's goals were established as part of scoping for the Draft EIR and are an essential lens under which the development, analysis and evaluation of Alternatives are considered. Modified Alternative 5 aligns closely with these goals. The Draft EIR Goals and how the LPA staff recommendation meets each are outlined in Table 4.

Table 4: Draft EIR Goals and LPA Staff Recommendation Benefits

Draft EIR Goals	LPA Staff Recommendation Benefits
Improve Mobility	- Alternative 5 is highest ridership alternative - Alternative 5 travel time among fastest and anticipated to improve with LPA due to shorter, more direct route than Alternative 6 (fastest Draft EIR alternative)
Improve Accessibility and Promote Equity	- Direct connections to Metro D, E, G and ESFV Lines and Metrolink Ventura County Line
Support Community and Economic Development	- Stations close to major destinations and employment centers, including UCLA
Protect Environmental Resources and Support Sustainable Transportation System	- Alternative 5 has greatest VMT reduction - No construction and ventilation shaft in Santa Monica Mountains
Provide a Cost-Effective Solution and Minimize Risk	- Addresses key stakeholder comments - Shorter alignment and fewer stations (no station at Sherman Way due to planned ESFV station) to reduce Alternative 5 costs
Enhance Resiliency	- Providing a new travel corridor through the Sepulveda Pass adds resiliency to the transportation network.

Below is a summary of how Modified Alternative 5 addresses community and stakeholder input received during the Draft EIR public comment period:

- **Travel time**. Alternative 5 has an approximately 20-minute end-to-end travel time (only Alternative 6 - at approximately 18 minutes - is faster). A more direct alignment on Van Nuys Boulevard with Modified Alternative 5 provides opportunity for further improvement from the existing Alternative 5 and Alternative 6 travel times.
- **"Seamless" connections to other transit lines.** Modified Alternative 5 would provide connections to other planned and existing lines. Design refinements will focus on continuing to optimize these connections.
- **Station Locations**. Station locations for Modified Alternative 5 included many key destinations, such as an on-campus UCLA station, and transit connections, such as the Metrolink Ventura County Line and Metro's ESFV Light Rail Line, G Line, D Line and E Line.
- **Cost Effectiveness.** Alternative 5 has the second-best FTA cost-effectiveness of the five alternatives and Modified Alternative 5 has the potential to lower costs while retaining or even improving benefits, increasing relative cost-effectiveness.
- **Property Acquisitions.** Alternative 5 had the fewest residential acquisitions of the heavy rail alternatives. Opportunities to limit and reduce residential and commercial acquisitions will be a focus of design refinements as the Project progresses.
- **Tunneling**. Modified Alternative 5 includes tunneling but utilizes a single bore tunnel configuration which removes the need for a ventilation shaft in the Santa Monica Mountains.
- **Potential to combine alternatives.** Multiple commenters inquired about the potential to combine alternatives, such as including the alignment of Alternative 6 with the design and operations approach of Alternative 5. Modified Alternative 5 combines elements of the

Alternative 5 and 6 alignments with the design and operations approach of Alternative 5.
- **Aesthetics and equity of aerial alignment along Sepulveda Boulevard**. Modified Alternative 5 does not include an aerial alignment along Sepulveda Boulevard.
- **Stone Canyon Reservoir and Dam.** Modified Alternative 5 would not require a mid-mountain tunnel ventilation shaft and therefore allows for a more direct alignment between a UCLA station and Van Nuys Boulevard.
- **Getty Center Station**. Modified Alternative 5 does not provide direct access to a Getty Center Station, which was the interest of many commenters. Providing better regional access to and through the Sepulveda Corridor will facilitate improved transit access to the Getty Center by bringing visitors closer on rail before transferring for the final few miles to connect to the Getty Center.
- **On-campus UCLA Station**. Modified Alternative 5 includes an on-campus UCLA station.

Implementation of modifications to Alternative 5 would require additional design, community engagement and environmental analysis. However, focusing this refinement on a single LPA aligns with the substantial work done to date and community input gathered.

Project Phasing

Project phasing allows for incremental investment so that benefits can be married with identified funds thereby allowing for a project's mobility benefits to be realized sooner. Most rail lines in Los Angeles have been built in phases in response to limitations on available funding.

When considering phasing of this Project, there are three logical options for an IOS:
1. Within the Westside;
2. Within the San Fernando Valley; or
3. Between the Westside and San Fernando Valley

Metro staff recommends focusing on an IOS that provides an alternative to the I-405 through the Sepulveda Pass. An IOS limited to the Westside or San Fernando Valley would not deliver that. Measure M planning documents originally identified the Project as between the G Line and the D Line. Option 3 is consistent with Measure M and is where the most benefit would be realized.

Modified Alternative 5 facilitates connections to the transit network as part of an IOS between the San Fernando Valley and Westside (the G Line and the D Line). An IOS on Sepulveda Boulevard (included in the Draft EIR Alternative 5) would require transit users on the ESFV Line (on Van Nuys Boulevard) to transfer to an east-west connection (i.e. the G Line) for approximately a mile to reach the Project. The ESFV Line will serve as an important feeder service for the Project, including providing a link to the Metrolink Antelope Valley and Ventura County Lines. Requiring an additional transfer for passengers reduces the time competitiveness of transit and therefore anticipated ridership on the system. Connections to transit lines are critical as approximately 97% of riders are forecasted to access the Project by non-auto modes.

A Modified Alternative 5 IOS aligns closely with the goals identified in the DEIR. The Draft EIR Goals and how the IOS staff recommendation meets each are outlined in Table 5.

Table 5: Draft EIR Goals and IOS Staff Recommendation Benefits

Draft EIR Goals	IOS Staff Recommendation Benefits
Improve Mobility	- IOS provides alternative to congested 405 through the Sepulveda Pass
Improve Accessibility and Promote Equity	- IOS provides direct connections to D, G and ESFV Lines
Support Community and Economic Development	- Stations close to major destinations and employment centers, including UCLA
Protect Environmental Resources and Support Sustainable Transportation System	- No construction and ventilation shaft in Santa Monica Mountains
Provide a Cost-Effective Solution and Minimize Risk	- Phasing allows for project's mobility benefits to be delivered earlier, as funding is available, and incrementally
Enhance Resiliency	- Providing a new travel corridor, within IOS, through the Sepulveda Pass adds resiliency to the transportation network.

Below is a summary of how a Modified Alternative 5 IOS addresses community and stakeholder input received during the Draft EIR public comment period:

- **Travel time**. Based on station-to-station travel times developed for the Draft EIR for Alternatives 5 and 6, a Modified Alternative 5 IOS is projected to have an approximately 10-minute travel time between the G Line in the San Fernando Valley and the D Line in Westwood, providing substantial travel time benefits.
- **"Seamless" connections to other transit lines.** A Modified Alternative 5 IOS provides direct connections to the Metro D, G and ESFV Lines.
- **Station Locations**. Station locations for Modified Alternative 5 include key destinations, such as an on-campus UCLA station, and transit connections, such as the Metro D, G and ESFV Lines.
- **Impacts to LADWP Mid-Valley Water Facility**. Implementing a phasing approach with a focus on connecting the San Fernando Valley and Westside will result in the need to identify a new maintenance and storage strategy within the initial phase thereby avoiding impacts to LADWP's facility.
- **On-campus UCLA Station**. A Modified Alternative 5 IOS includes an on-campus UCLA station.
- **Project Funding and Funding Gap**. Modified Alternative 5 is well suited to facilitate project phasing with a central IOS considering funding constraints.

Project Funding Plan

The preliminary capital cost estimate for Alternative 5 is $24.2 billion (in 2023$). If approved, the cost estimate would be updated to reflect Modified Alternative 5. The estimate exceeds the $5.7B (2015$) identified for the Project in the Measure M Expenditure Plan. Of the funds identified in the Measure M Expenditure Plan, $2.54B (2015$) is Measure M Funding and the rest is an assumption of local, state, federal and other funding sources. Metro anticipates the need for additional funding and financing for the Project, including from federal, state and local sources as well as private investment

through a potential P3.

Current secured funding represents 14% of the overall capital cost estimate. However, at this early phase of project development, this is not uncommon. Table 6 provides information about other recent Metro transit projects and the funding that had been secured at the selection of an LPA. Of note is that many of these projects are being or have been advanced incrementally or in phases in response to limitations on available funding. In fact, the three most recently approved Metro rail projects (project approval occurs at certification of a Final EIR, a future step in the project development process) were all for an initial phase. While the design or cost estimate for an IOS of the Sepulveda Transit Corridor has not yet been completed, an initial phase would have a higher percentage of funding secured than the overall Project.

Table 6: Percentage of Funding Secured for Metro Transit Corridor Projects at LPA Selection

Transit Corridor Project	Month of LPA	Funding Secured	Capital Cost Estimate for Full Project/ Alignment	Capital Cost Estimate for IOS	% Funding Secured for Full Project	% Funding Secured for IOS/Section
C Line Extension to Torrance	May 2024	$1.4B (2024)	$2.2B (2024)	n/a	64%	n/a
Eastside Transit Corridor Light Rail Transit (LRT)	November 2022	$3.4B (2022)	$10.2B (2022)	$7.9B to Montebello (2022)	33%	43%
Southeast Gateway Line LRT	January 2022	$3.4B (2021)	$15.5B to LAUS (2021)	$6.9B to Pioneer (2021)	22%	50%
East San Fernando Valley LRT	June 2018	$1.22B (2018)	$1.46B (2018)	n/a	84%	n/a
Crenshaw/ LAX Transit Corridor LRT (K Line)	December 2009	$1.3B (2009)	$1.5B (2009)	n/a	87%	n/a
Westside Subway Extension (D Line)	October 2010	$2.9B (2009$)	$4.4B (2009$)	$1.9B (Fairfax); $3.3B (Century City/Santa Monica) (2009$)	66%	89% (Century City/Santa Monica)

Dollars are estimated in year of expenditure unless noted. Parentheses indicate year estimate was published.

The proposed funding strategy is consistent with practices advanced for previous projects as shown in Table 6. Metro has successfully competed for additional funding after LPA selection for many transit corridor projects. Should the Metro Board select an LPA for this Project, Metro would follow its

past practice and leverage the existing funding and pursue additional funds to close the gap.

Following the selection of an LPA, opportunities for cost reduction will continue to be explored including developing a project phasing strategy so that incremental investment and benefits can be married with available funds, as well as completion of the assessment of the viability of public-private -partnership as a delivery strategy.

Metro Cost Benefit Analysis
In July 2025, the Board adopted a Cost Benefit Analysis (CBA) methodology framework for evaluating project alternatives, including assessing the regional economic impacts of investment and identifying benefits relative to the costs of investment. The CBA includes two components: Weighted Benefit Analysis and Benefit-Cost Ratio, discussed in Attachment C.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The Fiscal Year 2025-26 budget includes approximately $75.9 million in Project 460305 for professional services between Countywide Planning and Development and Program Management. Since this is a multi-year project, Cost Center Managers, Chief Program Management Officer and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget
Funding for this action comes from Measure R 35% Transit Capital. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

The Project will connect the San Fernando Valley and Westside with fast, reliable and safe transit providing increased access to jobs, housing, education, healthcare and major destinations. Equity Focus Communities (EFCs) within the Study Area are around UCLA and at the north end of the corridor around Van Nuys. Depending on the alternative, the number of people living in EFCs within a ½ mile distance of a rail station ranges from 22,700 to 33,000. By 2045, it is forecast that the Project would carry between 17,300 and 30,500 people each day who are coming from EFCs.

Starting with scoping for the Draft EIR in November 2021, the Project identified six goals, one of which was "Improve Accessibility and Promote Equity." The objectives associated with this goal were "Improve Access for Equity Focus Communities" and "Target Infrastructure and Service Investments Toward Those with the Greatest Mobility Needs." The Project goals and objectives inform the development and evaluation of alternatives throughout the environmental process. Additionally, an equity impact analysis was undertaken for the Project to provide a focused review of alternatives through an equity lens.

Since initiating the Project, Metro has conducted a broad range of activities, including booths at events with bilingual staff, outreach at transit stops and coordination with elected officials representing the communities throughout the Project area. Since the start of the environmental process, Metro has hosted 30 public meetings and participated in over 105 booths at community or other events. This resulted in a public meeting attendance of over 5,000 people and in-person engagement of an additional 10,500 people at other community events. Also, bilingual meeting notices, fact sheets, eblasts and newspapers ads have been utilized to reach Spanish-speaking stakeholders.

The Project team deployed a robust CBO partnering strategy designed to build critical awareness and engagement in the Project to increase community involvement within EFCs, empowering stakeholders to participate throughout the duration of the study. For these efforts, the CBO partners led several notification tactics, including door-to-door distribution, public counter drop-offs, and flyers at transit intercepts in predominantly Spanish-speaking, lower-income communities.

Public input throughout the process has driven the development of alternatives and the over 8,000 comment submissions received during the Draft EIR circulation informed the staff recommendation on the LPA.

Staff remains committed to continued extensive engagement and outreach efforts with corridor communities as the LPA is refined and the environmental process continues. Special outreach efforts will continue to be made to reach out to people of color, low income, limited English proficiency populations and persons with disabilities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through planning activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

VMT was analyzed through the VMT analysis completed for the Sepulveda Transit Corridor Draft EIR. The analysis identified a reduction in VMT due to the implementation of the Project compared to conditions without the Project, which demonstrates an overall VMT benefit. Specifically, the VMT analysis in the Draft EIR identifies that all Alternatives demonstrate a reduction in daily regional VMT ranging from a reduction of 341,800 (Alternative 1) to a reduction of 775,100 (Alternative 5) compared to the Horizon Year (2045) No Project Alternative conditions.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; Goal 2: Deliver outstanding trip experiences for all users of the transportation system; Goal 3: Enhance communities and lives through mobility and access to opportunity; Goal 4: Transform LA County through regional collaboration and national leadership; and Goal 5: Provide responsive, accountable and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board may decide not to select an LPA for the Sepulveda Transit Corridor Project. This is not recommended as it may delay project delivery moving it further from its Measure M schedule, fail to address the Vision 2028 goals, delay meeting the Project goals and objectives, and be unresponsive to community support for a rail connection between the San Fernando Valley and Westside.

Instead of adopting the staff recommendation, the Board may decide to select another alternative as the Project's LPA. This is not recommended because Modified Alternative 5 aligns with project goals and objectives and facilitates phasing and other cost and risk reduction strategies. The alternatives evaluated in the Draft EIR are identified as follows along with staff's reasoning for why the alternative was not recommended.

- Alternative 1: This is not recommended due to more limited mobility benefits compared to other alternatives. While the alternative has a lower cost, the more limited benefits outweigh the reduction in cost.
- Alternative 3: This is not recommended due to higher costs without commensurate increases in mobility benefits.
- Alternative 4: This is not recommended due to more limited transit connectivity of an initial phase connecting the Valley and Westside.
- Alternative 5: This is not recommended due to more limited transit connectivity of an initial phase connecting the Valley and Westside.
- Alternative 6: This is not recommended due to physical limitations of the design approach which result in the need to construct a mid-mountain ventilation and shaft, longer station construction areas and ultimately more limited train frequencies.
- No Project Alternative: This is not recommended as it does not meet Project goals and objectives, fail to address the Vision 2028 goals and would be unresponsive to community support for a rail connection between the San Fernando Valley and the Westside.

NEXT STEPS

Upon Board approval of the LPA, staff will initiate design refinement efforts consistent with the LPA, which includes evaluating phasing, identifying opportunities for value engineering, considering MSF locations that support the phasing strategy, evaluating the P3 delivery model, and making refinements to Alternative 5 to allow for connection to the G Line at Van Nuys Boulevard. Design refinements will also consider comments received on the Draft EIR, including incorporating input from LADWP consistent with the Memorandum of Understanding between LADWP and LA Metro (Attachment D). Staff anticipate returning to the Board in Spring 2026 to amend contracts to support

this effort.

Following design refinements, staff will then continue to advance the CEQA environmental clearance process and approach FTA to initiate the NEPA (National Environmental Policy Act) process. This will include updates to the project description to reflect the selected LPA and subsequent refinements. Staff will also be advancing additional design and technical analyses including additional geotechnical and subsurface investigations. Throughout this process, staff will continue coordination with key agencies and stakeholders to obtain further clarifications on Draft EIR comments and funding advocacy.

As part of design refinement efforts, cost estimates, delivery schedules and other analyses would be updated. These will inform the P3 Business Case, which will evaluate the value trade-offs between utilizing a P3 delivery model and a traditional delivery method for the project.

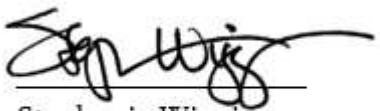
Throughout this process, community outreach would be conducted, including but not limited to, gathering public input on Project refinements throughout the CEQA and NEPA environmental processes.

ATTACHMENTS

Attachment A - Sepulveda Transit Corridor Draft EIR Executive Summary
Attachment B - Sepulveda Transit Corridor Modified Alternative 5 Map
Attachment C - Sepulveda Transit Corridor Cost-Benefit Analysis
Attachment D - Memorandum of Understanding between LA Metro and LADWP for Cooperation and Coordination on the Sepulveda Transit Corridor Project

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SEPULVEDA TRANSIT CORRIDOR PROJECT

Draft Environmental Impact Report Executive Summary

SCH 2021110432

June 2025



Metro®

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EXECUTIVE SUMMARY

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15123, this Executive Summary provides a synopsis of the Draft Environmental Impact Report (DEIR) for the Los Angeles County Metropolitan Transportation Authority (Metro) Sepulveda Transit Corridor Project (Project).

ES-1 Purpose of the Project

The Sepulveda Corridor is a vital link for the communities of greater Los Angeles, connecting residents in the San Fernando Valley to the Westside's bustling employment hubs and cultural landmarks, such as Westwood, UCLA, and Century City. For many families, workers, and students, this route is key to accessing jobs, education, and opportunities that shape daily life. More than just a major travel route, the corridor serves as an essential connection for people across western Los Angeles County, helping them bridge neighborhoods and access vital resources in a region that is ever-growing and increasingly interconnected.

The natural barrier created by the Santa Monica Mountains makes traveling between the San Fernando Valley and the Westside difficult and slow. Interstate 405 (I-405) through the Sepulveda Pass is one of the most congested corridors in the country, and transit service between the San Fernando Valley and the Westside is limited. Each weekday, more than 400,000 trips cross the Sepulveda Pass (Metro, 2019a), and a typical San Fernando Valley commuter loses 59 hours per year to traffic delays just from the evening drive home on I-405 between Wilshire Boulevard and Ventura Boulevard (INRIX, 2024).

The Project would add a critical regional connection to the transportation network, linking the San Fernando Valley with the Westside and providing a reliable, fast alternative to the congested 405 freeway. The Project would:

- Connect the San Fernando Valley—where more than 1.8 million people live—and the rest of the region to major destinations and job centers, including UCLA, Westwood, and Century City. Each day 86,000 students, faculty, staff, and visitors travel to the UCLA campus (UCLA, 2023), and more than 50,000 people work in Century City (SCAG, 2024)
- Leverage other existing and planned transit investments to improve accessibility and mobility by providing Angelenos a north-south link between major transit lines, including the Metrolink Ventura County Line, the Metro East San Fernando Valley Light Rail Line, and the Metro D, E, and G Lines, as shown on Figure ES-1
- Increase economic output in the Los Angeles region by $25.5 billion to $42.9 billion, generating $7.3 billion to $12.1 billion in additional wages (Metro, 2025)

Figure ES-1. Sepulveda Transit Corridor Project Study Area



Source: HTA, 2024

Traffic congestion in the Project Study Area (shown on Figure ES-1) is likely to continue to deteriorate, with the number of trips forecast to grow approximately 17 percent by 2042 and 24 percent by 2057 (Metro, 2019a). Improvements in mobility are needed in the corridor.

The Project would:

- Expand mobility with a fast and dependable rail option that could attract approximately 63,000 to 124,000 daily riders
- Result in time savings for riders traveling between the San Fernando Valley and the Westside—a trip that is currently about 40 to 80 minutes by car and unreliable due to unpredictable traffic conditions would take 18 to 33 minutes on transit
- Attract 20,000 to 42,000 new daily transit riders by serving an area underserved by existing transit infrastructure
- Provide mobility options that may result in reduction in vehicles miles traveled by an estimated 342,000 to 775,000 each day, reducing air pollution and providing health and economic productivity benefits

ES-2 Purpose of the Draft Environmental Impact Report

The DEIR satisfies the requirements of CEQA and the CEQA Guidelines to inform decision-makers and the public about the potential significant environmental impacts of constructing and operating the Project. This DEIR is an informational public document that discloses any significant environmental impacts of the Project as well as identifies ways to reduce or avoid their effects on the environment. The DEIR also identifies reasonable alternatives to the Project, as well as an environmentally superior alternative. Metro is the CEQA lead agency for the Project. Lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. Metro will use this DEIR to consider the environmental consequences of the Project when identifying a Locally Preferred Alternative (LPA) and deciding whether to approve the Project.

ES-3 Project Background and History

In 2016, the voters of Los Angeles County approved Measure M, the Los Angeles County Traffic Improvement Plan, to fund transportation improvements throughout the county. The *Measure M Expenditure Plan* (Metro, 2016) included the Sepulveda Transit Corridor, which was defined as a transit project between the Metro G Line in the San Fernando Valley (Valley) and Westwood.

ES-3.1 Sepulveda Transit Corridor Feasibility Study

In 2019, Metro completed the Sepulveda Transit Corridor Feasibility Study (Feasibility Study) and released the *Sepulveda Transit Corridor Project Final Feasibility Report* (Metro, 2019a), which documented the transportation conditions and travel patterns in the Sepulveda Corridor; identified mobility problems affecting travel between the Valley, the Westside of Los Angeles (Westside), and the Los Angeles International Airport (LAX) area; and defined initial goals and objectives, and a Purpose and Need of the corridor. The Feasibility Study determined that a reliable, high-capacity fixed-guideway transit system connecting the Valley to the Westside could be constructed along several different alignments using either heavy-rail transit (HRT) or monorail transit (MRT) technology. The Feasibility Study evaluated four alternatives including three HRT options and one MRT option. Based on the *Sepulveda Transit Corridor Project Final Feasibility Report* and proposals resulting from Metro's pre-

development agreement (PDA) process, the Metro Board selected alternatives to be included in the environmental process.

ES-3.2 Pre-Development Agreements

At its July 2019 meeting, the Metro Board approved a PDA approach to support the Project's development and approved the procurement of PDA contracts for the Project. The PDA process allows for early contractor involvement in project design through the development of independently proposed alternatives. In October 2019, Metro issued a request for proposals for the performance of PDA work for the Project (Metro, 2019b). Firms were encouraged to propose innovative "transit solution concepts" (TSC) that best met the Project's goal of providing transit service between the Valley and Westside. All potential PDA contractors were required to propose concepts that met the Purpose and Need, goals, and objectives established in the *Sepulveda Transit Corridor Project Final Feasibility Report* (Metro, 2019a). Metro staff recommended selection of the two highest scoring proposals: a proposal by LA SkyRail Express (LASRE) with a TSC operating along an entirely aerial alignment using MRT technology within the Interstate 405 (I-405) right-of-way (ROW), and a proposal by Sepulveda Transit Corridor Partners (STCP) with a TSC operating along a mixed underground-aerial alignment using driverless HRT technology. The Metro Board voted to approve PDA contracts with LASRE and STCP at their March 2021 meeting.

ES-3.3 Alternatives Included in the Notice of Preparation

Between March and October 2021, LASRE and STCP developed "project concept alternatives" based on the TSCs included in their proposals that addressed public comments received at the March Board meeting. The following six alternatives were included in the Notice of Preparation (NOP) for the Project released in November 2021 (Metro, 2021):

- Alternative 1: Monorail with aerial alignment in the I-405 corridor and an electric bus connection to University of California, Los Angeles (UCLA)
- Alternative 2: Monorail with aerial alignment in the I-405 corridor and an aerial Automated People Mover (APM) connection to UCLA
- Alternative 3: Monorail with aerial alignment in the I-405 corridor and underground alignment between the Getty Center and Wilshire Boulevard
- Alternative 4: Heavy rail with underground alignment south of Ventura Boulevard and aerial alignment generally along Sepulveda Boulevard in the San Fernando Valley
- Alternative 5: Heavy rail with underground alignment including along Sepulveda Boulevard in the San Fernando Valley
- Alternative 6: Heavy rail with underground alignment including along Van Nuys Boulevard in the San Fernando Valley and a southern terminus station on Bundy Drive

Alternatives 1 through 3 were proposed by LASRE, Alternatives 4 and 5 were proposed by STCP, and Alternative 6 was designed by HTA Partners at Metro's direction.

ES-3.3.1 Alternatives Considered and Withdrawn

In October 2023, LASRE requested the removal of Alternative 2 from further consideration in the environmental process. Alternative 2 was a monorail alternative that included an APM connection to UCLA. Metro concurred with LASRE's request for removal of Alternative 2 based on staff's independent,

environmental perspective that Alternative 2 did not provide advantages over other alternatives. In July 2024, following community meetings held in May 2024 dedicated to gathering feedback on the monorail alternatives, Alternative 2 was removed from further consideration in the environmental process with the understanding that the remaining alternatives represent a sufficient range of alternatives for environmental review, inclusive of transit modes and routes (Metro, 2024).

ES-4 Project Goals and Objectives

The goals and objectives of the Project are described in Chapter 2, Project Description, and are summarized in Table ES-1.

Table ES-1. Goals and Objectives

Goals and Objectives
Improve Mobility
1. Increase transit frequency and decrease travel time
2. Increase transit ridership
3. Prioritize connections to high-traffic points of interest
4. Promote efficiency of transfer experience to fixed and non-fixed guideway systems
5. Support non-automobile First-Last Mile connections
Improve Accessibility and Promote Equity
1. Improve access for Equity Focus Communities (EFC)
2. Target infrastructure and service investments towards those with the greatest mobility needs
Support Community and Economic Development
1. Increase opportunity for economic growth around stations
2. Minimize physical barriers to communities created by the Project
3. Prioritize station placement and design that is consistent with community context
Protect Environmental Resources and Support a Sustainable Transportation System
1. Reduce vehicle miles traveled (VMT)
2. Reduce greenhouse gas emissions
3. Reduce air pollutant emissions
4. Minimize impacts to environmental resources
Provide a Cost-Effective Solution and Minimize Risk
1. Maximize benefits to the public relative to cost
2. Maximize potential eligibility for state and federal funding opportunities
3. Provide an affordable transit solution
Enhance Resiliency
1. Provide resilience to natural disasters and climate change

Source: Metro, 2021

ES-5 Environmental Review Process

Pursuant to CEQA, Metro issued an NOP for this DEIR in November 2021 (Metro, 2021). The purpose of the NOP was to notify responsible agencies, trustee agencies, and other interested agencies and parties, local jurisdictions, community organizations, and interested residents of the preparation of the DEIR. The NOP, as well as the scoping comment letters and verbal comments, are included in Appendix V, of this DEIR.

In accordance with Section 15088 of the CEQA Guidelines, after the public review and comment period, written responses to all written comments and oral testimony pertaining to significant environmental

issues received during the comment period will be prepared as part of the Final Environmental Impact Report (FEIR).

The DEIR and the comments received during the public review period will inform the Metro Board (along with other factors including engineering and cost) in the identification of an LPA from the alternatives evaluated. The Metro Board will vote at a public meeting to select an LPA. Once the LPA is identified by the Metro Board, the content of any further environmental evaluation in the FEIR will be focused on the LPA. However, all comments received on all alternatives evaluated in the DEIR will be responded to and published as part of the FEIR. As required by CEQA, responses to comments submitted by commenting agencies will be distributed to those agencies for review prior to consideration of the FEIR by the Metro Board. Pursuant to Sections 15090 to 15093 of the CEQA Guidelines, upon completion of the FEIR and other required documentation, the Metro Board may certify the FEIR, adopt findings relative to the Project's environmental effects after implementation of mitigation measures, provide a statement of overriding considerations, (if necessary) and consider approval of the Project. Should the Project be approved, a Notice of Determination would be filed with the State Clearinghouse.

ES-6 Project Alternatives

The project alternatives consist of a No Project Alternative, MRT alternatives (Alternatives 1 and 3), driverless HRT alternatives (Alternatives 4 and 5), and a driver-operated HRT alternative (Alternative 6). Under CEQA, evaluation of the No Project Alternative must consider both the existing conditions at the time the NOP was published (Metro, 2021) and what would reasonably be expected to occur in the foreseeable future if the Project is not approved.

Among the five project alternatives described in this DEIR, the Proposed Project is Alternative 6. Alternative 6 is consistent with the description of the Sepulveda Transit Corridor Project as presented to the public when Measure M was passed. In addition, the proposed design, construction, and operation of Alternative 6 are familiar to the Metro Board of Directors and the public, as they would be similar to Metro's existing heavy rail transit lines. In this DEIR, all alternatives, including the Proposed Project, are evaluated equally to provide a comprehensive analysis of potential environmental impacts. Consistent with CEQA Guidelines Section 15126.6(d) the Proposed Project provides a stable basis upon which to evaluate the comparative merits of all of the alternatives. However, as permitted under CEQA, the Metro Board may select an alternative other than Alternative 6 as the LPA based on findings from the DEIR, public comments received during the comment period, technical analyses, stakeholder input, and other factors such as project objectives, cost, and ridership. Because all alternatives have been evaluated in equal detail, identifying Alternative 6 as the Proposed Project ensures a stable and finite project description while allowing the Metro Board flexibility to select the most suitable alternative for implementation.

The following sections describe the technology currently proposed for each alternative. The details of the technology may be refined as design progresses.

ES-6.1 No Project Alternative

The only transportation project under the No Project Alternative that is a reasonably foreseeable consequence of not approving the Project would be improvements to Metro Line 761, which would continue to serve as the primary transit option through the Sepulveda Pass, with improved peak-period headways of 10 minutes in the peak direction and 15 minutes in the other direction. Metro Line 761 would operate between the Metro E Line Expo/Sepulveda Station and the Metro G Line Van Nuys

Station to connect with the East San Fernando Valley Light Rail Transit Line, rather than maintaining its current northern terminus at the Sylmar Metrolink Station.

ES-6.2 Monorail Transit Alternatives (Alternatives 1 and 3)

Alternatives 1 and 3 would use MRT technology, in which the monorail train sits atop a single concrete beam. Monorail trains would consist of up to eight cars measuring 10.5 feet wide, with two double doors on each side. End cars would be 46.1 feet long with capacity for 97 passengers, and intermediate cars would be 35.8 feet long with capacity for 90 passengers. Trains would be driverless and powered by rails mounted to the guide beam. Rubber tires would sit both atop and on each side of the guide beam to provide traction and guide the train. MRT alternatives would have a maximum operating speed of 56 miles per hour with planned peak-period headways of 166 seconds and off-peak-period headways of 5 minutes. The peak periods are defined as 6:00am to 9:00am and 3:00pm to 7:00pm.

The MRT alternatives would utilize straddle-beam monorail technology, which would allow the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Northbound and southbound trains would travel on parallel beams. In aerial segments, the two beams would be supported by either a single-column or a straddle-bent structure. In underground segments (in Alternative 3 only), the two beams would be in a single tunnel.

Aerial monorail station platforms would be approximately 320 feet long, elevated 50 to 75 feet above the existing ground level. Aerial station platforms would be covered, but not enclosed. Aerial station platforms would be supported by six rows of dual 5-by-8-foot columns. Side platform stations would measure 61.5 feet in width to accommodate two 13-foot-wide station platforms with a 35.5-foot-wide intermediate gap for side-by-side trains. Center platform stations would measure 49 feet in width, with a 25-foot-wide center platform. Each station, regardless of whether it has side or center platforms, would include a concourse level prior to reaching the train platforms. Each station would have a minimum of two elevators, two escalators, and one stairway between every level. Fare gates would demarcate the fare paid zones of stations.

Alternative 3 includes two underground MRT stations with platforms approximately 320 feet long. Underground stations would be 80 to 110 feet underneath the existing ground level. The underground stations would be side-platform stations where passengers would select and travel down to station platforms depending on their direction of travel. Underground side-platforms would measure 320 feet long, 26 feet wide, separated by a distance of 31.5 feet for side-by-side trains. Each station would include a concourse level prior to reaching the train platforms. Each station would have a minimum of two elevators, two escalators, and one stairway between every level.

Monorail stations would include automatic, bi-parting fixed doors along the edges of station platforms. These gates would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

There are two maintenance storage facility (MSF) site options under consideration for each of the MRT alternatives—the MSF Base Design and MSF Design Option 1. In the MSF Base Design, the MSF would be located on the City of Los Angeles Department of Water and Power (LADWP) property east of the Van Nuys Metrolink Station. The MSF Base Design site would be approximately 18 acres and would be designed to accommodate a fleet of 208 monorail vehicles. The site would be bounded by the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor to the north, Saticoy Street to the south, and property lines extending north of Tyrone and Hazeltine Avenues to the west and east, respectively.

The MSF Design Option 1 would be located on industrial property, abutting Orion Avenue, south of the LOSSAN rail corridor. The MSF Design Option 1 site would be approximately 26 acres and would be designed to accommodate a fleet of 224 monorail vehicles. The site would be bounded by I-405 to the west, Stagg Street to the south, the LOSSAN rail corridor to the north, and Orion Avenue and Raymer Street to the east. The monorail guideway would travel along the northern edge of the site.

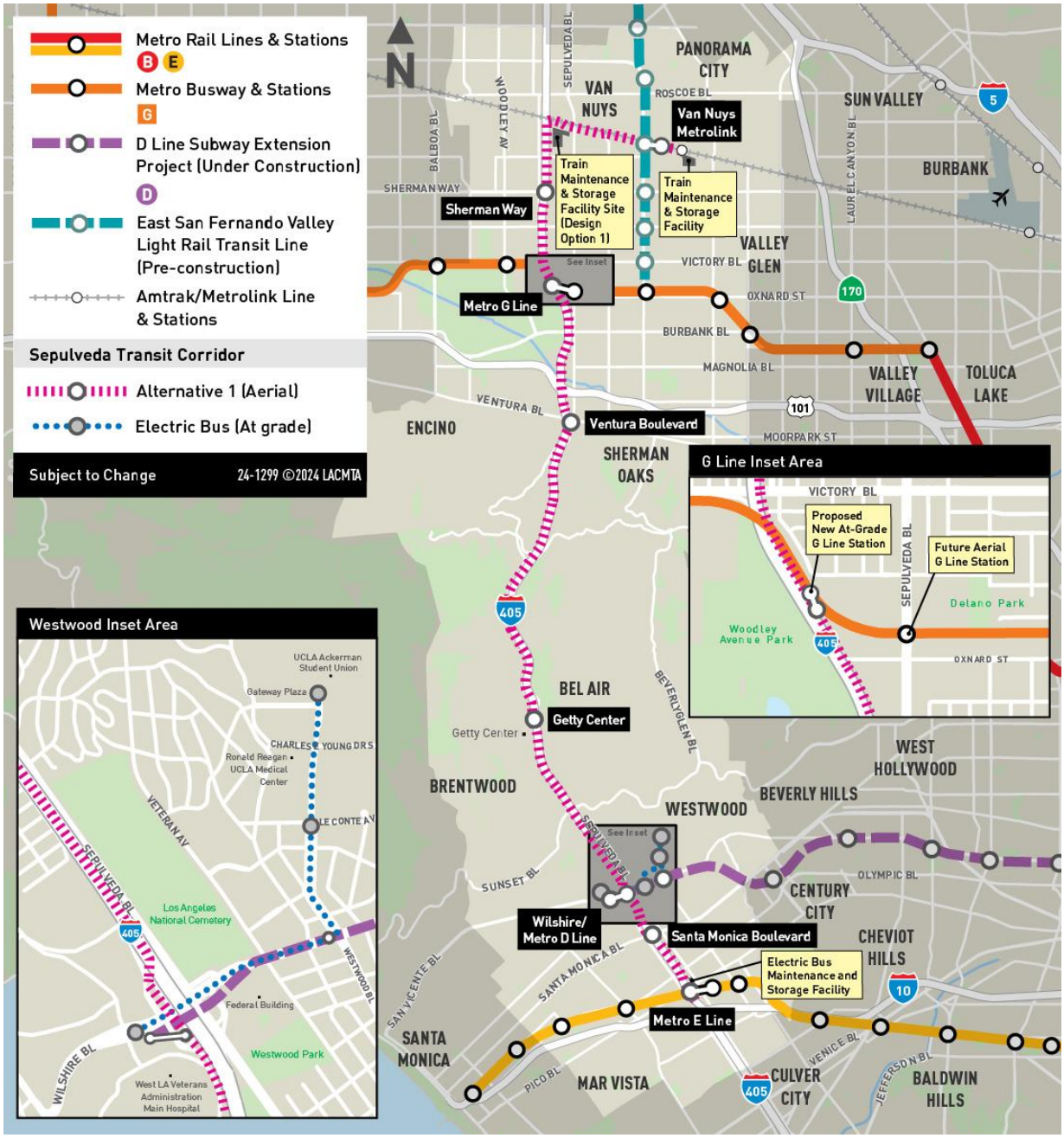
ES-6.2.1 Alternative 1

As shown on Figure ES-2, Alternative 1 would be a 15.1-mile long MRT alignment operating between a southern terminus station adjacent to the Metro E Line Expo/Sepulveda Station and a northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. The monorail guideway would be entirely aerial and generally located within the I-405 ROW and then adjacent to the LOSSAN rail corridor tracks between I-405 and the Van Nuys Metrolink Station. To accommodate the monorail guideway within the I-405 corridor, widening of the freeway would be required at some locations, and some freeway ramps and local roads would be realigned or relocated. Alternative 1 would have eight aerial monorail stations: Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Wilshire Boulevard/Metro D Line, Getty Center, Ventura Boulevard/Sepulveda Boulevard, Metro G Line Sepulveda, Sherman Way, and the Van Nuys Metrolink Station. Alternative 1 end-to-end travel time (including dwell time) would be approximately 28 minutes.

At Wilshire Boulevard, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.5-mile route between the Metro D Line Westwood/VA Hospital Station and UCLA Gateway Plaza, with an intermediate stop at Westwood Boulevard/Le Conte Avenue. The electric bus shuttle would operate at headways of 2 minutes during peak periods. An MSF for monorail vehicles would be located either west of Sepulveda Boulevard south of the LOSSAN rail corridor tracks or on property owned by LADWP east of the Van Nuys Metrolink Station. An Electric Bus MSF would be located at the northwest corner of Pico Boulevard and Cotner Avenue and would be designed to accommodate 14 electric buses. The site would be approximately 2 acres and would comprise six parcels bounded by Cotner Avenue to the east, I-405 to the west, Pico Boulevard to the south, and the I-405 northbound on-ramp to the north. Electric bus charging would occur at the Electric Bus MSF.

Alternative 1 proposes 13 traction power substation (TPSS) locations.

Figure ES-2. Alternative 1 Alignment



Source: LASRE, 2024; HTA, 2024

ES-6.2.2 Alternative 3

As shown on Figure ES-3, Alternative 3 would be a 16.1-mile long MRT alignment operating between a southern terminus station adjacent to the Metro E Line Expo/Sepulveda Station and a northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. The monorail guideway would be aerial for most of the alignment, with a 3.6-mile tunnel segment between the Getty Center and Wilshire Boulevard. The aerial alignment would generally be located within the I-405 ROW and then adjacent to the LOSSAN rail corridor tracks between I-405 and the Van Nuys Metrolink Station. Alternative 3 would have seven aerial monorail stations—Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Getty Center, Ventura Boulevard/Sepulveda Boulevard, Metro G Line Sepulveda, Sherman Way, and the Van Nuys Metrolink Station—along with two underground monorail stations at Wilshire Boulevard/Metro D Line and UCLA Gateway Plaza. Alternative 3 end-to-end travel time (including dwell time) would be approximately 33 minutes.

South of Santa Monica Boulevard and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternative 1. North of Santa Monica Boulevard, the alignment would diverge from the I-405 median and transition to below grade along the south edge of the Federal Building property. It would turn north under Veteran Avenue toward the proposed Wilshire Boulevard/Metro D Line Station and then travel underneath Westwood Village to an underground station at UCLA Gateway Plaza before returning to the I-405 corridor just south of the proposed Getty Center Station. An MSF for monorail vehicles would be located either west of Sepulveda Boulevard south of the LOSSAN rail corridor tracks or on property owned by LADWP east of the Van Nuys Metrolink/Amtrak Station. To accommodate the monorail guideway within the I-405 corridor, widening of the freeway would be required at some locations, and some freeway ramps and local roads would be realigned, relocated, or removed.

Alternative 3 proposes 14 TPSS locations.

Figure ES-3. Alternative 3 Alignment



Source: LASRE, 2024; HTA, 2024

ES-6.3 Driverless Heavy-Rail Transit Alternatives (Alternatives 4 and 5)

Alternatives 4 and 5 would use driverless HRT technology. HRT trains would consist of three or four cars measuring approximately 10 feet wide with three double doors on each side and open gangways between cars. Each car would be approximately 72 feet long with capacity for 170 passengers. Trains would be powered by a third rail. Driverless HRT alternatives would have a maximum operating speed of 70 miles per hour with planned peak-period headways of 2.5 minutes and off-peak-period headways ranging from 4 to 6 minutes.

For underground sections, Alternatives 4 and 5 would utilize a single-bore tunnel configuration with an outside diameter of 43.5 feet. The tunnel would include two parallel tracks with 18.75-foot track spacing in tangent sections separated by a continuous central dividing wall throughout the tunnel. Inner walkways would be constructed adjacent to the two tracks. Inner and outer walkways would be constructed within tunnel sections near the track crossovers. In aerial sections, the guideway would be supported by either single columns or straddle bents.

HRT stations—both aerial and underground—would be side-platform stations where passengers would select and travel to station platforms, depending on their direction of travel. Station platforms would be approximately 280 feet long, with 20-foot-wide side platforms separated by 30 feet for side-by-side trains. Each underground station would include an upper and lower concourse level prior to reaching the train platforms. Aerial stations would be constructed a minimum of 15.25 feet above ground level, supported by rows of dual columns with 8-foot diameters. Aerial station platforms would be covered, but not enclosed. Each aerial station, except for the Sherman Way Station under Alternative 4, would include a mezzanine level prior to reaching the station platforms where passengers would travel up to platforms, depending on their direction of travel. At the Sherman Way Station under Alternative 4, separate entrances on opposite sides of the street would provide access to either the northbound or southbound platform with an overhead pedestrian walkway providing additional connectivity across platforms. Each station would have a minimum of two elevators, two escalators, and one stairway between every level. Fare gates would demarcate the fare paid zones of stations.

The MSF for the driverless HRT alternatives would be located east of the Van Nuys Metrolink Station and would encompass approximately 46 acres. The MSF would be designed to accommodate 184 rail cars and would be bounded by single-family residences to the south, the LOSSAN rail corridor ROW to the north, Woodman Avenue on the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Trains would access the site from the fixed guideway's tail tracks at the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.

ES-6.3.1 Alternative 4

As shown on Figure ES-4, Alternative 4 would be a 13.9-mile long HRT alignment operating between a southern terminus station adjacent to the Metro E Line Expo/Sepulveda Station and a northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. The alignment would be underground between the southern terminus and a portal south of Ventura Boulevard in the San Fernando Valley. Between this portal and Ventura Boulevard, the guideway would be aerial on the east side of I-405. North of Ventura Boulevard, the guideway would generally be located above Sepulveda Boulevard until curving southeast to parallel the LOSSAN rail corridor tracks. Alternative 4 end-to-end travel time (including dwell time) would be approximately 20 minutes.

Alternative 4 would have four underground stations at Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Wilshire Boulevard/Metro D Line, and UCLA Gateway Plaza, and four aerial stations at Ventura Boulevard/Sepulveda Boulevard, Metro G Line Sepulveda, Sherman Way, and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Avenue south of the LOSSAN rail corridor tracks.

Alternative 4 proposes 12 TPSS locations.

Figure ES-4. Alternative 4 Alignment



Source: STCP, 2024; HTA, 2024

ES-6.3.2 Alternative 5

As shown on Figure ES-5, Alternative 5 would be a 13.8-mile long HRT alignment operating between a southern terminus station adjacent to the Metro E Line Expo/Sepulveda Station and a northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. The alignment would be underground between the southern terminus and a tunnel portal east of Sepulveda Boulevard and south of Raymer Street in the San Fernando Valley. As it approaches the tunnel portal, the alignment would curve southeast and begin to transition to an aerial guideway along the south side of the LOSSAN rail corridor. Alternative 5 end-to-end travel time (including dwell time) would be approximately 20 minutes.

Alternative 5 would have seven underground stations and one aerial station at Van Nuys Metrolink Station. Alternative 5 would have four underground stations (Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Wilshire Boulevard/Metro D Line, UCLA Gateway Plaza), and one aerial station at Van Nuys Metrolink identical to those under Alternative 4. Three unique underground stations at Ventura Boulevard/Sepulveda Boulevard, Metro G Line Sepulveda, and Sherman Way are proposed for Alternative 5. An MSF for HRT vehicles would be located west of Woodman Avenue south of the LOSSAN rail corridor tracks.

Alternative 5 proposes 12 TPSS locations.

Figure ES-5. Alternative 5 Alignment



Source: STCP, 2024; HTA, 2024

ES-6.4 Driver-Operated Heavy-Rail Transit Alternative

Alternative 6 would use driver-operated HRT technology similar to the Metro B and D Lines. HRT trains would consist of four cars (during the off-peak period) or six cars (during the peak period) measuring 10.3 feet wide with three double doors on each side. Each car would be approximately 75 feet long with capacity for 133 passengers. Trains would be powered by a third rail. Driver-operated HRT would have a maximum operating speed of 67 miles per hour with planned peak headways of 4 minutes and off-peak-period headways ranging from 8 to 20 minutes.

Alternative 6 would use Metro's standard twin-bore tunnel design. Cross-passages would be constructed at regular intervals in accordance with Metro Rail Design Criteria. Each of the tunnels would have a diameter of 19 feet (not including the thickness of wall). Each tunnel would include an emergency walkway that measures a minimum of 2.5 feet wide for evacuation.

Alternative 6 would include seven underground stations with station platforms measuring 450 feet long. The southern terminus station would be adjacent to the existing Metro E Line Expo/Bundy Station, and the northern terminus station would be located south of the existing Van Nuys Metrolink/Amtrak Station. Except for the Wilshire Boulevard/Metro D Line, UCLA Gateway Plaza, and Metro G Line Van Nuys Stations, all stations would have a 30-foot-wide center platform. The Wilshire/Metro D Line Station would have a 32-foot-wide platform to accommodate the anticipated passenger transfer volumes, and the UCLA Gateway Plaza Station would have a 28-foot-wide platform because of the width constraint between the existing buildings. At the Metro G Line Van Nuys Station, the track separation would increase significantly in order to straddle the future East San Fernando Valley Light Rail Transit Line station piles. The platform width at this station would increase to 58 feet.

Each station would have a minimum of two elevators, two escalators, and one stairway between every level. Fare gates would demarcate the fare paid zones of stations.

The MSF for Alternative 6 would be located east of the Van Nuys Metrolink Station and would encompass approximately 41 acres. The MSF would be designed to accommodate 94 vehicles and would be bounded by single-family residences to the south, the LOSSAN rail corridor ROW to the north, Woodman Avenue to the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Heavy rail trains would transition from underground to an at-grade configuration near the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.

ES-6.4.1 Alternative 6 (Proposed Project)

As shown on Figure ES-6, the Proposed Project, Alternative 6, would be a 12.9-mile long HRT alignment operating between a southern terminus station adjacent to the Metro E Line Expo/Bundy Station and a northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. The alignment would be entirely underground through the Westside, the Santa Monica Mountains, and the San Fernando Valley. The proposed southern terminus station would be located beneath the Bundy Drive and Olympic Boulevard intersection. The Van Nuys Metrolink Station would serve as the northern terminus station and would be located between Saticoy Street and Keswick Street. North of the station, a yard lead would turn sharply to the southeast and transition to an at-grade configuration and continue to the proposed MSF east of the Van Nuys Metrolink Station. Alternative 6 end-to-end travel time (including dwell time) would be approximately 18 minutes.

Alternative 6 would have seven underground stations at Metro E Line Expo/Bundy, Santa Monica Boulevard, Wilshire Boulevard/Metro D Line, UCLA Gateway Plaza, Ventura Boulevard/Van Nuys Boulevard, Metro G Line Van Nuys, and the Van Nuys Metrolink Station.

Alternative 6 proposes 22 TPSS locations.

Figure ES-6. Alternative 6 Alignment



Source: HTA, 2024

ES-7 Summary of Environmental Analysis

This DEIR identifies potential environmental impacts for each project alternative and MSF and discusses mitigation measures that would avoid or substantially reduce significant impacts to less than significant levels, where feasible. Mitigation measures are required where significant impacts have been identified. If mitigation measures cannot reduce a significant impact to a less than significant level, an impact is identified as significant and unavoidable. Chapter 3, Environmental Analysis, of this DEIR provides a detailed analysis of impacts by environmental resource, applicable mitigation measures, and level of significance after mitigation.

ES-7.1 Project Alternatives

ES-7.1.1 Potentially Significant Impacts and Less Than Significant Impacts with Mitigation

Table ES-2 summarizes the environmental resources that would result in potentially significant impacts and applicable mitigation measures for each alternative. Descriptions of the mitigation measures are provided in Table ES-5 in Section ES-7.3. Environmental resource topics that have no impact or a less than significant impact are not shown in the table and are discussed in Section ES-7.1.2.

Table ES-2. Summary of Potentially Significant Impacts Before and After Mitigation for the Project Alternatives

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
Aesthetics Operational Impacts							
Impact AES-3: Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vintage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Impacts Before Mitigation	NI	LTS	LTS	SU	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	SU	LTS	LTS
Aesthetics Construction Impacts							
Impact AES-3: Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vintage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM AES-1	MM AES-1	MM AES-1	MM AES-1	MM AES-1
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Air Quality Construction Impacts							
Impact AQ-2: Would the project result in cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under and applicable federal or state ambient air quality standard?	Impacts Before Mitigation	LTS	**SU**	**SU**	**SU**	**SU**	**SU**
	Applicable Mitigation	NA	MM AQ-1 through MM AQ-3	MM AQ-1 through MM AQ-3	MM AQ-1 through MM AQ-3	MM AQ-1 through MM AQ-3	MM AQ-1 through MM AQ-3
	Impacts After Mitigation	LTS	**SU**	**SU**	**SU**	**SU**	**SU**
	Impacts Before Mitigation	LTS	**SU**	**SU**	**SU**	**SU**	**SU**

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
Impact AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	Applicable Mitigation	NA	MM AQ-1 through MM AQ-3	MM AQ-1 through MM AQ-3	MM AQ-1 through MM AQ-3	MM AQ-1 through MM AQ-3	MM AQ-1 through MM AQ-3
	Impacts After Mitigation	LTS	**SU**	**SU**	**SU**	**SU**	**SU**
Biological Resources Operational Impacts							
Impact BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM BIO-1 through MM BIO-3	MM BIO-1 through MM BIO-3	MM BIO-1 through MM BIO-3	MM BIO-1 through MM BIO-3	MM BIO-1 through MM BIO-3
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact BIO-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Impacts Before Mitigation	LTS	NI	NI	NI	NI	PS
	Applicable Mitigation	NA	NA	NA	NA	NA	MM BIO-10, MM BIO-16 through MM BIO-18, MM BIO-23 through MM BIO-25
	Impacts After Mitigation	LTS	NI	NI	NI	NI	LTS
Impact BIO-4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM BIO-1, MM BIO-2, MM BIO-28	MM BIO-1, MM BIO-2, MM BIO-28	MM BIO-1, MM BIO-2	MM BIO-1, MM BIO-2	MM BIO-1, MM BIO-2
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
Impact BIO-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM BIO-3	MM BIO-3	MM BIO-3	MM BIO-3	MM BIO-3
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Biological Resources Construction Impacts							
Impact BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM BIO-4 through MM BIO-10, MM BIO-16 through MM BIO-20, MM BIO-22 through MM BIO-27, MM BIO-29	MM BIO-4 through MM BIO-10, MM BIO-16 through MM BIO-20, MM BIO-22 through MM BIO-27, MM BIO-29	MM BIO-4 through MM BIO-10, MM BIO-16 through MM BIO-20, MM BIO-22 through MM BIO-27, MM BIO-29	MM BIO-4 through MM BIO-10, MM BIO-16 through MM BIO-20, MM BIO-22 through MM BIO-27, MM BIO-29	MM BIO-4 through MM BIO-10, MM BIO-17 MM BIO-18, MM BIO-29
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact BIO-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM BIO-10, MM BIO-16 through MM BIO-18, MM BIO-23 through MM BIO-25	MM BIO-10, MM BIO-16 through MM BIO-18, MM BIO-23 through MM BIO-25	MM BIO-10, MM BIO-16 through MM BIO-18, MM BIO-23 through MM BIO-25	MM BIO-10, MM BIO-16 through MM BIO-18, MM BIO-23 through MM BIO-25	MM BIO-10, MM BIO-16 through MM BIO-18, MM BIO-23 through MM BIO-25
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
Impact BIO-3: Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Impacts Before Mitigation	LTS	PS	PS	PS	NI	PS
	Applicable Mitigation	NA	MM BIO-15, MM BIO-18, MM BIO-21	MM BIO-15, MM BIO-18, MM BIO-21	MM BIO-15, MM BIO-18, MM BIO-21	NA	MM BIO-15, MM BIO-18, MM BIO-21
	Impacts After Mitigation	LTS	LTS	LTS	LTS	NI	LTS
Impact BIO-4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM BIO-4, MM BIO-5, MM BIO-7, MM BIO-14	MM BIO-4, MM BIO-5, MM BIO-7, MM BIO-14	MM BIO-4, MM BIO-5, MM BIO-7, MM BIO-14	MM BIO-4, MM BIO-5, MM BIO-7, MM BIO-14	MM BIO-4, MM BIO-5, MM BIO-7, MM BIO-14
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact BIO-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM BIO-3, MM BIO-5 through MM BIO-9, MM BIO-14, MM BIO-23	MM BIO-5 through MM BIO-11, MM BIO-14, MM BIO-15, MM BIO-23	MM BIO-5 through MM BIO-10, MM BIO-12, MM BIO-15 through MM BIO-17, MM BIO-20, MM BIO-22, MM BIO-23, MM BIO-26	MM BIO-5 through MM BIO-10, MM BIO-12, MM BIO-15 through MM BIO-17, MM BIO-20, MM BIO-22, MM BIO-23, MM BIO-26	MM BIO-5 through MM BIO-10, MM BIO-13, MM BIO-14
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
Cultural Resources Operational Impacts							
Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Impacts Before Mitigation	NI	PS	LTS	LTS	LTS	LTS
	Applicable Mitigation	NA	MM CUL-2	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Cultural Resources Construction Impacts							
Impact CUL-1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM CUL-1 through MM CUL-5	MM CUL-1, MM CUL-4, MM CUL-5	MM CUL-1, MM CUL-4, MM CUL-5	MM CUL-1, MM CUL-4, MM CUL-5	MM CUL-1, MM CUL-4, MM CUL-5
	Impacts After Mitigation	LTS	**SU**	**SU**	**SU**	LTS	**SU**
Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM CUL-1, MM CUL-6, MM CUL-7	MM CUL-1, MM CUL-6, MM CUL-7	MM CUL-1, MM CUL-6, MM CUL-7	MM CUL-1, MM CUL-6, MM CUL-7	MM CUL-1, MM CUL-,6 MM CUL-7
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact CUL-3: Would the project disturb any human remains, including those interred outside of formal cemeteries?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Geology, Soils, Seismicity, and Paleontological Resources Construction Impacts							
Impact GEO-3: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	Impacts Before Mitigation	LTS	LTS	PS	PS	PS	PS
	Applicable Mitigation	NA	NA	MM GEO-2	MM GEO-2	MM GEO-2	MM GEO-2
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
Impact GEO-5: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM GEO-1 through MM GEO-5	MM GEO-1 through MM GEO-5	MM GEO-1 through MM GEO-5	MM GEO-1 through MM GEO-5	MM GEO-1 through MM GEO-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact GEO-6: Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM GEO-5	MM GEO-5	MM GEO-5	MM GEO-5	MM GEO-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact GEO-8: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM GEO-6 through MM GEO-9	MM GEO-6 through MM GEO-9	MM GEO-6 through MM GEO-9	MM GEO-6 through MM GEO-9	MM GEO-6 through MM GEO-9
	Impacts After Mitigation	LTS	LTS	**SU**	**SU**	**SU**	**SU**
Hazards and Hazardous Materials Operational Impacts							
Impact HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	PS
	Applicable Mitigation	NA	NA	NA	NA	NA	MM HAZ-1 through MM HAZ-4
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Hazards and Hazardous Materials Construction Impacts							
Impact HAZ-2: Would the project create a significant hazard to the public or the	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Applicable Mitigation	NA	MM HAZ-1 through MM HAZ-5	MM HAZ-1 through MM HAZ-5	MM HAZ-1 through MM HAZ-5	MM HAZ-1 through MM HAZ-5	MM HAZ-1 through MM HAZ-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Impacts Before Mitigation	LTS	LTS	LTS	LTS	LTS	PS
	Applicable Mitigation	NA	NA	NA	NA	NA	MM HAZ-1 through MM HAZ-4
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Land Use and Planning Operational Impacts							
Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Impacts Before Mitigation	NI	PS	PS	PS	PS	LTS
	Applicable Mitigation	NA	MM LUP-1	MM LUP-1	MM TRA-7	MM TRA-7	NA
	Impacts After Mitigation	NI	**SU**	**SU**	LTS	LTS	LTS
Land Use and Planning Construction Impacts							
Impact LUP-1: Would the project physically divide an established community?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Noise and Vibration Operational Impacts							
Impact NOI-1: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the Federal Transit Administration?	Impacts Before Mitigation	LTS	PS	PS	PS	LTS	PS
	Applicable Mitigation	NA	MM NOI-1.1	MM NOI-3.1	MM NOI-4.1	NA	MM NOI-6.1
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
Impact NOI-2: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Impacts Before Mitigation	LTS	LTS	LTS	PS	PS	LTS
	Applicable Mitigation	NA	NA	NA	MM VIB-4.1	MM VIB-5.1	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Noise and Vibration Construction Impacts							
Impact NOI-1: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the Federal Transit Administration?	Impacts Before Mitigation	LTS	PS	PS	PS	LTS	PS
	Applicable Mitigation	NA	MM NOI-1.2	MM NOI-3.2	MM NOI-4.2	NA	MM NOI-6.2
	Impacts After Mitigation	LTS	**SU**	**SU**	**SU**	LTS	**SU**
Impact NOI-2: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM VIB-1.2	MM VIB-3.1	MM VIB-4.2	MM VIB-5.2	MM VIB-6.1
	Impacts After Mitigation	LTS	**SU**	**SU**	**SU**	**SU**	**SU**
Public Services Construction Impacts							
Impact PUB-3: Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?	Impacts Before Mitigation	LTS	LTS	LTS	PS	PS	LTS
	Applicable Mitigation	NA	NA	NA	MM TRA-4	MM TRA-4	NA
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Transportation Operational Impacts							
Impact TRA-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities?	Impacts Before Mitigation	PS	LTS	LTS	PS	PS	LTS
	Applicable Mitigation	NA	NA	NA	MM TRA-7	MM TRA-7	NA
	Impacts After Mitigation	SU	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
Impact TRA-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM TRA-1 through MM TRA-3	MM TRA-1 through MM TRA-3	MM TRA-1 MM TRA-7	MM TRA-1 MM TRA-7	MM TRA-1 MM TRA-10
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact TRA-4: Would the project result in inadequate emergency access?	Impacts Before Mitigation	NI	LTS	LTS	PS	NI	NI
	Applicable Mitigation	NA	NA	NA	MM TRA-9	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	NI	NI
Transportation Construction Impacts							
Impact TRA-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities?	Impacts Before Mitigation	LTS	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM TRA-4, MM TRA-5	MM TRA-4, MM TRA-5	MM TRA-4, MM TRA-5, MM TRA-8	MM TRA-4, MM TRA-5, MM TRA-8	MM TRA-4, MM TRA-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact TRA-4: Would the project result in inadequate emergency access?	Impacts Before Mitigation	NI	PS	PS	LTS	LTS	LTS
	Applicable Mitigation	NA	MM TRA-4, MM TRA-6	MM TRA-4, MM TRA-6	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
Tribal Cultural Resources Construction Impacts							
Impact TCR-1: Would the project cause a substantial adverse change in the significance of a TCR, defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, MM TCR-2	MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, MM TCR-2	MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, MM TCR-2	MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, MM TCR-2	MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, MM TCR-2
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Wildfire Operational Impacts							
Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Wildfire Construction Impacts							
Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact WFR-2: Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	Impacts Before Mitigation	LTS	PS	PS	PS	LTS	PS
	Applicable Mitigation	NA	MM SAF-1, MM SAF-2	MM SAF-1, MM SAF-2	MM SAF-1, MM SAF-2	NA	MM SAF-1, MM SAF-2
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS	LTS
Impact WFR-3: Would the project require the installation or maintenance of associated	Impacts Before Mitigation	NA	PS	PS	PS	NI	PS

CEQA Impact Topic		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
		LTS = Less than Significant PS = Potentially Significant			NI = No Impact SU = Significant and Unavoidable		
infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Applicable Mitigation	NA	MM SAF-1, MM SAF-2	MM SAF-1, MM SAF-2	MM SAF-1, MM SAF-2	NA	MM SAF-1, MM SAF-2
	Impacts After Mitigation	LTS	LTS	LTS	LTS	NI	LTS
Cumulative Operational Impacts							
Impact CUM-1: Would incremental effects of the project be cumulatively considerable for any of the resource topics?	Impacts Before Mitigation	NI	PS	PS	PS	LTS	LTS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	**SU**	**SU**	**SU**	LTS	LTS
Cumulative Construction Impacts							
Impact CUM-1: Would incremental effects of the project be cumulatively considerable for any of the resource topics?	Impacts Before Mitigation	NI	PS	PS	PS	PS	PS
	Applicable Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	**SU**	**SU**	**SU**	**SU**	**SU**

Source: HTA, 2024

Alt = Alternative
MM = mitigation measure
NA = not applicable

ES-7.1.2 No Impact and Less Than Significant Impact

Table ES-3 summarizes the environmental resources that would have no impact or a less than significant impact as a result of any of the project alternatives.

Table ES-3. Summary of No Impact or Less Than Significant Impacts for the Project Alternatives

CEQA Impact Topic	CEQA Impact Description	Phase
Agricultural and Forest Resources	Convert prime farmland; conflict with existing zoning for agricultural use, or forest land; loss or conversion of forest land	Operation
		Construction
Aesthetics	AES-1: Scenic vistas AES-2: State scenic highway AES-4: Light and glare	Operation
	AES-4: Light and glare	Construction
Air Quality	AQ-1: Air quality plan AQ-2: Ambient air quality AQ-3: Pollutant concentrations AQ-4: Odors	Operation
	AQ-1: Air quality plan AQ-4: Odors	Construction
Biological Resources	BIO-3: Wetlands BIO-6: Habitat conservation plan	Operation
	BIO-6: Habitat conservation plan	Construction
Cultural Resources	CUL-2: Archaeological resource CUL-3: Human remains	Operation
Energy	ENG-1: Consumption of energy resources ENG-2: Conflict with Local plan	Operation
		Construction
Geology, Soils, Seismicity, and Paleontological Resources	GEO-1: Known earthquake fault GEO-2: Seismic ground shaking GEO-3: Landslides GEO-4: Soil erosion or loss of topsoil GEO-5: Landslide, lateral spreading, subsidence, liquefaction GEO-6: Expansive soils GEO-7: Septic tanks GEO-8: Paleontological resources	Operation
	GEO-1: Known earthquake fault GEO-2: Seismic ground shaking GEO-4: Soil erosion or loss of topsoil GEO-7: Septic tanks	Construction
Greenhouse Gas Emissions	GHG-1: Direct or indirect greenhouse gas emissions GHG-2: Conflict with adopted plan	Operation
		Construction
Hazards and Hazardous Materials	HAZ-1: Transport, use, or disposal of hazardous materials HAZ-2: Release of hazardous materials HAZ-3: Emit hazardous emissions within one-quarter mile of a school HAZ-5: Within two miles of a public airport or public use airport	Operation
	HAZ-1: Transport, use, or disposal of hazardous materials HAZ-3: Emit hazardous emissions within one-quarter mile of a school HAZ-5: Within two miles of a public airport or public use airport	Construction

CEQA Impact Topic	CEQA Impact Description	Phase
Hydrology And Water Quality	HWQ-1: Conflict with water quality standards HWQ-2: Groundwater HWQ-3: Alter drainage HWQ-4: Flood hazard, tsunami, or seiche zones HWQ-5: Conflict with water quality control plan	Operation
		Construction
Land Use and Planning	LUP-1: Divide established community	Operation
	LUP-2: Land use plan	Construction
Mineral Resources	Loss availability of a known mineral resource or a locally important mineral resource recovery site	Operation
		Construction
Noise and Vibration	NOI-3: Within 2 miles of a public airport	Operation
		Construction
Population and Housing	POP-1: Unplanned population growth POP-2: Displace people or housing	Operation
		Construction
Public Service	PUB-1: Fire protection and emergency response PUB-2: Police protection PUB-3: School	Operation
	PUB-1: Fire protection and emergency response PUB-2: Police protection	Construction
Recreation	REC-1: Increase use park REC-2: Recreational facilities expansion	Operation
	REC-2: Recreational facilities expansion	Construction
Transportation	TRA-2: Conflict with CEQA Guidelines Section 15064.3(b)	Operation
	TRA-2: Conflict with CEQA Guidelines Section 15064.3(b) TRA-3: Increase hazards due to geometric design feature	Construction
Tribal Cultural Resources	TCR-1: Tribal cultural resources	Operation
Utilities and Service Systems	US-1: Relocation or construction of new utilities US-2: Water supplies US-3: Wastewater US-4: Solid waste US-5: Solid waste statutes and regulations	Operation
		Construction
Wildfire	WFR-2: Uncontrolled spread of wildfire WFR-3: Exacerbate fire risk due to installation or maintenance of associated infrastructure WFR-4: Exposure of risks from runoff, post-fire slope instability, or drainage changes	Operation
	WFR-4: Expose people or structures to significant risks	Construction

Source: HTA, 2024

ES-7.2 Maintenance Storage Facility

As discussed in Section ES-6, MSF options are proposed for each project alternative: MSF Base Design and MSF Design Option 1 (Alternatives 1 and 3), Electric Bus MSF (Alternative 1), HRT MSF (Alternatives 4 and 5), and HRT MSF (Alternative 6).

ES-7.2.1 Potentially Significant Impacts and Mitigation Measures

Table ES-4 summarizes the environmental resources that would result in potentially significant impacts and applicable mitigation measures for the maintenance and storage facility options.

Table ES-4. Summary of Potentially Significant Impacts Before and After Mitigation for the Maintenance and Storage Facilities

CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
		LTS = Less than Significant PS = Potentially Significant		NI = No Impact SU = Significant and Unavoidable		
Biological Resources Operational Impacts						
Impact BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM BIO-1, MM BIO-2	MM BIO-1, MM BIO-2	MM BIO-1, MM BIO-2	MM BIO-1, MM BIO-2	MM BIO-1, MM BIO-2
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact BIO-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM BIO-3	MM BIO-3	MM BIO-3	MM BIO-3	MM BIO-3
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Biological Resources Construction Impacts						
Impact BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM BIO-4, MM BIO-5	MM BIO-4, MM BIO-5	MM BIO-4, MM BIO-5	MM BIO-4, MM BIO-5	MM BIO-4, MM BIO-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact BIO-5: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM BIO-11	MM BIO-11	MM BIO-11	MM BIO-12	MM BIO-13
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
		LTS = Less than Significant PS = Potentially Significant		NI = No Impact SU = Significant and Unavoidable		
Cultural Resources Construction Impacts						
Impact CUL-2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM CUL-1, MM CUL-6, MM CUL-7	MM CUL-1, MM CUL-6, MM CUL-7	MM CUL-1, MM CUL-6, MM CUL-7	MM CUL-1, MM CUL-6, MM CUL-7	MM CUL-1, MM CUL-6, MM CUL-7
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact CUL-3: Would the project disturb any human remains, including those interred outside of formal cemeteries?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8	MM CUL-8
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Geology, Soils, Seismicity, and Paleontological Resources Construction Impacts						
Impact GEO-5: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM GEO-1 through MM GEO-5	MM GEO-1 through MM GEO-5	MM GEO-1 through MM GEO-5	MM GEO-1 through MM GEO-5	MM GEO-1 through MM GEO-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Impact GEO-6: Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM GEO-5	MM GEO-5	MM GEO-5	MM GEO-5	MM GEO-5
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
	Impacts Before Mitigation	PS	PS	NI	PS	PS

CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
		LTS = Less than Significant PS = Potentially Significant		NI = No Impact SU = Significant and Unavoidable		
Impact GEO-8: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Applicable Mitigation	MM GEO-6 through MM GEO-9	MM GEO-6 through MM GEO-9	NA	MM GEO-6 through MM GEO-9	MM GEO-6 through MM GEO-9
	Impacts After Mitigation	LTS	LTS	NI	LTS	LTS
Hazards and Hazardous Materials Construction Impacts						
Impact HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM HAZ-1 through MM HAZ-4	MM HAZ-1 through MM HAZ-4	MM HAZ-1 through MM HAZ-4	MM HAZ-1 through MM HAZ-4	MM HAZ-1 through MM HAZ-4
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Land Use and Planning Operational Impacts						
Impact LUP-2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Impacts Before Mitigation	**SU**	NI	NI	**SU**	**SU**
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	**SU**	NI	NI	**SU**	**SU**
Land Use and Planning Construction Impacts						
Impact LUP-1: Would the project physically divide an established community?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Noise and Vibration Construction Impacts						
Impact NOI-1: Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM NO-1.2, MM NOI-3.2	MM NO-1.2, MM NOI-3.2	MM NOI-1.2	MM NOI-4.2, MM NOI-5.1	MM NOI-6.2

CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
		LTS = Less than Significant PS = Potentially Significant		NI = No Impact SU = Significant and Unavoidable		
excess of standards established by the Federal Transit Administration?	Impacts After Mitigation	**SU**	**SU**	**SU**	**SU**	**SU**
Impact NOI-2: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Impacts Before Mitigation	LTS	PS	LTS	PS	PS
	Applicable Mitigation	NA	MM VIB-1.1, MM VIB-3.1	NA	MM VIB-4.2, MM VIB-5.2	MM VIB-6.3
	Impacts After Mitigation	LTS	**SU**	LTS	**SU**	**SU**
Tribal Cultural Resources Construction Impacts						
Impact TCR-1: Would the project cause a substantial adverse change in the significance of a TCR, defined in PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM TCR-1, MM TCR-2	MM TCR-1	MM TCR-1	MM TCR-1	MM TCR-1
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS
Utilities and Service Systems Operational Impacts						
Impact US-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Impacts Before Mitigation	PS	LTS	LTS	PS	PS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	**SU**	LTS	LTS	**SU**	**SU**
Wildfire Construction Impacts						
Impact WFR-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Impacts Before Mitigation	PS	PS	PS	PS	PS
	Applicable Mitigation	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4	MM TRA-4
	Impacts After Mitigation	LTS	LTS	LTS	LTS	LTS

CEQA Impact Topic		MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
		LTS = Less than Significant PS = Potentially Significant		NI = No Impact SU = Significant and Unavoidable		
Cumulative Operational Impacts						
Impact CUM-1: Would incremental effects of the project be cumulatively considerable for any of the resource topics?	Impacts Before Mitigation	PS	LTS	LTS	PS	PS
	Applicable Mitigation	NA	NA	NA	NA	NA
	Impacts After Mitigation	**SU**	LTS	LTS	**SU**	**SU**

Source: HTA, 2024

Note: Air Quality impacts are not included in this table because the Air Quality analysis of each alternative included impacts related to the MSF.
Alt = Alternative
MM = mitigation measure
NA = not applicable
PRC = Public Resources Code

ES-7.3 Mitigation Measures

Table ES-5 provides a brief description of each mitigation measure.

Table ES-5. Summary of Mitigation Measures

Mitigation Measure	Description
Aesthetics	
MM AES-1	Temporary privacy screens during construction
Air Quality	
MM AQ-1	Zero-emission hauling trucks
MM AQ-2	Implementation of Metro's Green Construction Policy
MM AQ-3	Implementation of fugitive dust control measures
Biological Resources	
MM BIO-1	Avoid and minimize operations-related impacts to nesting birds
MM BIO-2	Avoid and minimize operations-related impacts to special-status bat species
MM BIO-3	Avoid and minimize operations-related impacts to protected trees and shrubs
MM BIO-4	Avoid and minimize construction-related impacts to nesting birds
MM BIO-5	Avoid and minimize construction-related impacts to special-status bat species
MM BIO-6	Avoid and minimize construction-related impacts to crotch's bumble bee
MM BIO-7	Avoid and minimize project-related impacts to least bell's vireo
MM BIO-8	Avoid and minimize construction-related impacts to special-status reptiles
MM BIO-9	Avoid and minimize construction-related impacts to special-status plants
MM BIO-10	Avoid and minimize construction-related impacts to sensitive vegetation communities
MM BIO-11	Avoid and Minimize Construction-Related Impacts to Protected Trees and Shrubs (Alternatives 1 and 3)
MM BIO-12	Avoid and minimize construction-related impacts to protected trees and shrubs (Alternatives 4 and 5)
MM BIO-13	Avoid and minimize construction-related impacts to protected trees and shrubs (Alternative 6)
MM BIO-14	Avoid and minimize construction-related impacts to mountain lion and vertebrate movement corridors
MM BIO-15	Avoid and minimize construction-related impacts to jurisdictional aquatic resources
MM BIO-16	Installation of Environmentally Sensitive Area fencing or flagging
MM BIO-17	Monitoring of project activities within or near sensitive habitat or jurisdictional aquatic resources
MM BIO-18	Implementation of a Worker Environmental Awareness Plan (WEAP)
MM BIO-19	Wildfire prevention measures
MM BIO-20	Prohibition of construction workers bringing pets and firearms
MM BIO-21	Minimizing erosion, runoff, and sedimentation during rain events
MM BIO-22	Minimizing construction light pollution
MM BIO-23	Vehicle washing to prevent invasive species
MM BIO-24	Dust suppression measures
MM BIO-25	Limiting vehicle speeds on dirt or gavel access roads
MM BIO-26	Minimizing open trenches to prevent wildlife entrapment
MM BIO-27	Removal of spoils, trash, and any construction-generated debris
MM BIO-28	Avoid and minimize operations-related impacts to mountain lion and vertebrate Movement Corridors
MM BIO-29	Avoid and minimized construction-related impacts to overwintering burrowing owls

Mitigation Measure	Description
Cultural Resources	
MM CUL-1	Cultural resources monitoring and mitigation plan
MM CUL-2	Design treatments
MM CUL-3	Pre-construction and construction protection measures
MM CUL-4	Historical resource archival documentation
MM CUL-5	Interpretive program
MM CUL-6	Cultural resource training
MM CUL-7	Archaeological monitoring
MM CUL-8	Plan for unanticipated discovery of human remains
Geology	
MM GEO-1	Use of ground motion early warning systems
MM GEO-2	Use of shore excavation walls
MM GEO-3	Compliance with final geotechnical report
MM GEO-4	Prevent corrosion from soils
MM GEO-5	Preparation of a construction management plan
MM GEO-6	Paleontological monitoring during earth-moving activities
MM GEO-7	Preparation of a Paleontological Resources Impact Mitigation Program
MM GEO-8	Workers Environmental Awareness Program training
MM GEO-9	Paleontological monitoring for unrecognized paleontological resources
Hazards and Hazardous Materials	
MM HAZ-1	Phase II Environmental Site Assessment
MM HAZ-2	Soil and Groundwater Management Plan
MM HAZ-3	Contractor Specifications
MM HAZ-4	Worker Health and Safety Plan
MM HAZ-5	Hazardous Building Survey and Abatement
Land Use and Planning	
MM LUP-1	Coordination to amend open space and community plans
Noise and Vibration	
MM NOI-1.1	Alternative 1 Soundwalls
MM NOI-1.2	Alternative 1 Noise Control Plan
MM VIB-1.1	Alternative 1 Vibration Control Plan
MM NOI-3.1	Alternative 3 Soundwalls
MM NOI-3.2	Alternative 3 Noise Control Plan
MM VIB-3.1	Alternative 3 Vibration Control Plan
MM NOI-4.1	Alternative 4 Soundwalls
MM NOI-4.2	Alternative 4 Noise Control Plan
MM VIB-4.1	Alternative 4 Trackwork Isolation Methods
MM VIB-4.2	Alternative 4 Vibration Control Plan
MM NOI-5.1	Alternative 5 Noise Control Plan
MM VIB-5.1	Alternative 5 Trackwork Isolation Methods
MM VIB-5.2	Alternative 5 Vibration Control Plan
MM NOI-6.1	Alternative 6 TPSS Noise Reduction
MM NOI-6.2	Alternative 6 Noise Control Plan
MM VIB-6.1	Alternative 6 Vibration Control Plan
Wildfire	
MM SAF-1	Curtail above ground construction during high-risk wildfire periods
MM SAF-2	Clearing dry vegetation from construction and development sites

Mitigation Measure	Description
Tribal Cultural Resources	
MM TCR-1	Native American Monitoring
MM TCR-2	Unanticipated Discovery of Human Remains
Transportation	
MM TRA-1	Fare gate replacement at Van Nuys Metrolink ESFV LRT Station
MM TRA-2	Right-in/right-out access only at Expo/Sepulveda driveway
MM TRA-3	Advance warning signage at Sherman Way pick-up/drop-off location
MM TRA-4	Transportation Management Plan
MM TRA-5	Temporary bus service to replace disrupted Metro rail service
MM TRA-6	UCLA and VA Medical Center Emergency Access Coordination
MM TRA-7	Replace Willis Avenue pedestrian overhead
MM TRA-8	Limit truck movements near Ivy Bound Sherman Oaks Charter School
MM TRA-9	First responder and emergency services coordination for raised median design
MM TRA-10	Redesign west entrance of Expo/Bundy Station

Source: HTA, 2024

ES-7.4 Significant and Unavoidable Impacts

Section 15126.2(c) of the CEQA Guidelines requires EIRs to include a discussion of any significant environmental impacts that cannot be avoided if a project is implemented. This DEIR identifies environmental resources with significant impacts and provides mitigation measures to lessen the impact to a less than significant level where possible, as discussed previously. If a significant impact cannot be mitigated to a less than significant level, it is considered a significant and unavoidable impact.

Table ES-6 summarizes the significant and unavoidable impacts that would result from each of the project alternatives, after implementation of mitigation measures.

Table ES-6. Significant and Unavoidable Impacts After Mitigation

		Alt 1 + Base Design MSF	Alt 1 + MSF Design Option 1	Alt 3 + Base Design MSF	Alt 3 + MSF Design Option 1	Alt 4 + MSF	Alt 5 + MSF	Alt 6 + MSF
Aesthetics	Construction							
	Operation					X		
Air Quality	Construction	X	X	X	X	X	X	X
	Operation							
Cultural Resources	Construction	X	X	X	X	X		X
	Operation							
Geology, Soils, Seismicity, and Paleontological Resources	Construction			X	X	X	X	X
	Operation							
Land Use and Planning	Construction							
	Operation	X	X	X	X	X	X	X
Noise and Vibration	Construction	X	X	X	X	X	X	X
	Operation							
Utilities and Service Systems	Construction							
	Operation	X		X		X	X	X
Total		**5**	**4**	**6**	**5**	**7**	**5**	**6**

Source: HTA, 2024

Aesthetics and Visual Quality

- **Impact AES-3:** Operation of Alternative 4 would represent a change in views and visual quality and character as compared to the existing conditions. The addition of the Alternative 4 aerial alignment and associated infrastructure would affect the visual character of the Sepulveda Boulevard corridor through Sherman Oaks and Van Nuys by introducing new visible vertical features. No feasible mitigation measures to reduce this impact. **(Alternative 4)**

Air Quality

- **Impact AQ-2:** Construction emissions would exceed the South Coast Air Quality Management District's (SCAQMD) regional significance thresholds for nitrogen oxides (NO_X) and carbon monoxide (CO) emissions. No feasible mitigation measures to reduce this impact. **(Alternatives 1, 3, 4, 5, 6)**
- **Impact AQ-3:** Localized construction emissions would exceed the respirable particulate matter of diameter less of than 10 microns (PM_{10}) localized significance threshold (LST) for construction activity in the San Fernando Valley (Valley). No feasible mitigation measures to reduce this impact. (**Alternatives 1 and 3)**
- **Impact AQ-3:** Localized construction emissions would exceed the PM_{10} and fine particulate matter of diameter less than 2.5 microns ($PM_{2.5}$) LSTs for construction activity in the Valley and exceed the PM_{10} LST in the Westside. No feasible mitigation measures to reduce this impact. **(Alternatives 4 and 5)**
- **Impact AQ-3:** Localized construction emissions would exceed the PM_{10} LST for construction activity in the Valley and Westside. No feasible mitigation measures to reduce this impact. (**Alternative 6)**

Cultural Resources

- **Impact CUL-1:** The Dai Siani Ristorante (Sherwood Coiffeurs) property would be acquired and demolished for the construction of a proposed aerial structure parallel to I-405. Physical demolition of the property would materially impair the significance of the historical resource. (**Alternatives 1 and 3)**
- **Impact CUL-1:** The Ventura Boulevard/Sepulveda Boulevard Station would require a partial take of the Rodeo Realty parking garage, which is a character-defining feature of the Rodeo Realty building. Physical demolition would materially impair the significance of the historical resource. **(Alternative 4)**
- **Impact CUL-1:** Bill's Valley Car Wash property would be acquired and demolished for the construction of the proposed Van Nuys Metrolink Station. The Bill's Valley Car Wash building at 7530 Van Nuys Boulevard is a commercial property that is significant for its role in the commercial and industrial development of Van Nuys and for its 1962 Googie design. Physical demolition would materially impair the significance of the historical resource. **(Alternative 6)**

Geological Resources

- **Impact GEO-8:** Operation of the tunnel boring machine (TBM) would not allow a paleontological monitor to view the sediments as they are being excavated or the walls of the tunnel following removal of excess sediments and prior to the installation of the tunnel's concrete walls. For these reasons, monitoring paleontological resources adjacent to the TBM is not possible. (**Alternatives 3, 4, 5, and 6)**

Land Use and Planning

- **Impact LUP-2:** Conflict with the *Brentwood-Pacific Palisades* Community Plan, *Van Nuys-North Sherman Oaks Community Plan,* and the *Santa Monica Mountains Conservancy Comprehensive Plan* (DCP, 1998a, 1998b; Santa Monica Mountains Comprehensive Commission, 1979, respectively). The property acquisitions located within the Santa Monica Mountains in addition to the Teichman Family Magnolia Park in Sherman Oaks for the proposed alignment, stations, and TPSS sites would not be consistent with applicable land use plans, policies, or regulations. **(Alternatives 1 and 3)**

  Operation of the proposed MSF option would conflict with LADWP's *Urban Water Management Plan* (LADWP, 2020), which has identified this site for the Mid-Valley Water Facility project. Metro has been in coordination with LADWP and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. Therefore, since the conflict with the proposed LADWP facility is unresolved and no solution has been identified, operation of the proposed MSF option would result in a significant and unavoidable impact related to conflicting with local land use plans. **(MSF Base Design – Alternatives 1 and 3, HRT MSF – Alternatives 4 and 5, HRT MSF – Alternative 6)**

Noise

- **Impact NOI-1:** Temporary and periodic increases in ambient noise levels due to construction activity that would exceed the Federal Transit Administration (FTA) criteria, and where applicable, the standards established by the local noise ordinances. While MM NOI-1.2 would be implemented and include noise-reducing measures, there may still be temporary or periodic increases in ambient noise levels that exceed FTA construction impact criteria. No additional feasible mitigation measures to reduce this impact. **(Alternatives 1 and 3)**

- **Impact NOI-1:** Temporary and periodic increases in ambient noise levels due to construction activity that would exceed FTA criteria, and where applicable, the standards established by the local noise ordinances. While MM NOI-4.2 would be implemented and include noise-reducing measures, there may still be temporary or periodic increases in ambient noise levels that exceed FTA construction impact criteria. No additional feasible mitigation measures to reduce this impact. **(Alternative 4)**
- **Impact NOI-1:** While MM NOI-5.1 would be implemented and include noise-reducing measures, there may still be temporary or periodic increases in ambient noise levels that exceed FTA construction impact criteria. No additional feasible mitigation measures to reduce this impact. **(Alternative 5)**
- **Impact NOI-1:** Temporary and periodic increases in ambient noise levels due to construction activity that would exceed FTA's criteria, and where applicable, the standards established by the local noise ordinances. While MM NOI-6.2 would be implemented and include noise-reducing measures, there may still be temporary or periodic increases in ambient noise levels that exceed FTA construction impact criteria. No additional feasible mitigation measures to reduce this impact. **(Alternative 6)**
- **Impact NOI-2:** Construction activities, such as pile driving, use of drill rigs, pavement breaking, and the use of tracked vehicles (e.g., bulldozers) and hoe rams. While MM VIB-1.1 would be implemented and include vibration-reducing measures, there may still be temporary or periodic increases in vibration levels that exceed FTA construction vibration impact criteria. No additional feasible mitigation measures to reduce this impact. **(Alternative 1)**
- **Impact NOI-2:** The TBM would be the main source of groundborne vibration (GBV) Along the underground alignment. However, the TBM is slow moving and causes very little vibration and related groundborne noise (GBN) to the surrounding area when operating at full tunnel depths. While MM VIB-3.1 would be implemented and include vibration-reducing measures, there may still be temporary or periodic increases in vibration levels that exceed FTA construction vibration impact criteria. No additional feasible mitigation measures to reduce this impact. (**Alternative 3)**
- **Impact NOI-2:** The TBM would be the main source of GBVs along the underground alignment. However, the TBM is slow moving and causes very little vibration and related GBN to the surrounding area when operating at full tunnel depths. While MM VIB-4.1 would be implemented and include vibration-reducing measures, there may still be temporary or periodic increases in vibration levels that exceed FTA construction vibration impact criteria. No additional feasible mitigation measures to reduce this impact. **(Alternative 4)**
- **Impact NOI-2:** Similar to Alternative 4, while MM VIB-5.1 would be implemented and include vibration-reducing measures, there may still be temporary or periodic increases in vibration levels that exceed FTA construction vibration impact criteria. No additional feasible mitigation measures to reduce this impact. (**Alternative 5)**
- **Impact NOI-2:** The TBM would be the main source of GBVs along the underground alignment. However, the TBM is slow moving and causes very little vibration and related GBN to the surrounding area when operating at full tunnel depths. While MM VIB-6.1 would be implemented and include vibration-reducing measures, there may still be temporary or periodic increases in vibration levels that exceed FTA construction vibration impact criteria. There are no additional feasible mitigation measures to reduce construction vibration levels. **(Alternative 6)**

Utilities and Service Systems

- **Impact US-1:** The MSF Base Design would conflict with LADWP's Mid-Valley Water Facility project, which is proposed on the MSF Base Design site. The Mid-Valley Water Facility project would replace outdated buildings and trailers currently situated at various locations throughout the San Fernando Valley. Due to the conflict with the proposed facility, the MSF Base Design may result in the need to relocate or construct a new facility which may have significant environmental effects. Metro has been in coordination with LADWP and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. Therefore, since the conflict with the proposed LADWP facility is unresolved and no solution has been identified, the MSF Base Design would result in a significant and unavoidable impact related to the need to relocate or construct new water facilities. **(MSF Base Design – Alternatives 1 and 3)**

  Part of the proposed MSF would be located on a portion of LADWP property, which is currently planned for Mid-Valley Water Facility project. Due to the conflict with the proposed facility, the MSF may result in the need to relocate or construct a new facility which may have significant environmental effects. Metro has been in coordination with LADWP and continued coordination is required to identify a solution to the conflict and determine if a new or relocated facility is required. Therefore, since the conflict with the proposed LADWP facility is unresolved and no solution has been identified, the MSF would result in a significant and unavoidable impact related to the need to relocate or construct new water facilities. **(HRT MSF – Alternatives 4 and 5, HRT MSF – Alternative 6)**

ES-7.5 Environmentally Superior Alternative

CEQA section 15126.6(e)(2) requires that an Environmental Impact Report (EIR) identify an "environmentally superior alternative" among the alternatives to the Proposed Project. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse environmental impacts. The range of project alternatives and their impacts are discussed in Section ES-7 and compared in Table ES-2.

The No Project Alternative would generate the fewest adverse impacts, making it technically the environmentally superior alternative. CEQA Guidelines Section 15126.6(e)(2) requires that when the No Project Alternative is identified as the environmentally superior alternative, the EIR must also identify another alternative to the Proposed Project as the environmentally superior alternative. The No Project Alternative would fail to meet many regional and local planning objectives.

Unlike the No Project Alternative, all of the project alternatives would meet the project objectives. As Alternative 1 with MSF Design Option 1 would result in the fewest significant and unavoidable impacts, it is the environmentally superior alternative to the Proposed Project. The Metro Board has the discretion to identify an alternative other than the environmentally superior alternative as the LPA. In making its decision, the Board may take into account the DEIR, public comments received during the comment period, technical analyses, stakeholder input, and other policy considerations, such as project objectives, cost, and ridership. Identification of the LPA does not determine the final Project; the final decision on the Project will be made after completion of the FEIR.

ES-8 Public Outreach

The Project's outreach program engages with stakeholders to establish communication and adapt to the needs and participation preferences of communities. This strategy provides an approach to

collaborating with local organizations for effective outreach methods, engagement, and tools for meaningful community input. The outreach program focused on disseminating information about the Project, garnering public input, and supporting the required technical and legal environmental processes.

A variety of notification and informational tools were used for outreach to target audiences. Outreach methods included meetings with public agencies, elected officials, and community stakeholders; direct mail notification; newspaper display advertisements (print and digital); project awareness banners at highly visible locations along the Sepulveda Transit Corridor; and pop-up or information tables. Public involvement opportunities included public community meetings, display of project materials at other Metro project community meetings, information booths, and pop-up tables at various community events. Project communication tool included a project website, a project helpline, a project overview survey, e-mail notifications, social media (i.e., Facebook and X), project videos (video simulation, project overview, meeting webcasts, and recordings), electronic signs, text messages, *The Source* (Metro's online publication), and earned media (free media including *Sherman Oaks Neighborhood Council*, Railway Track & Structures (RT&S), *The Daily Bruin*, and *Railway Gazette*).

Following the release of this DEIR a 90-day public comment period will be held to promote review of the DEIR and gather public comments. Metro will also host public hearings throughout the project area to present findings of the DEIR and solicit public comments on the document.

ES-8.1 Outreach Events

Outreach events included webinars, community update meetings, scoping meetings, community open house meetings, and pop-up events. Table ES-7 summarizes the public outreach efforts for the Project. Refer to Chapter 5, Public Participation and Outreach, of this DEIR for detailed information on public and stakeholder outreach efforts for the Project.

Table ES-7. Public Outreach Meetings for the Project

Meeting Information	Outreach Prior to Scoping	Public Scoping Process	Post-Scoping Public Outreach Meeting	Outreach During Preparation of the DEIR	Fall 2023 Community Meetings	Fall 2024 Community Meetings	Spring 2025 Community Meetings	Other
Type of Meeting	Webinar; Community Update Meetings	Scoping Meetings	Community Update Meeting	Community Open House Meetings	Community Update Meetings	Community Update Meetings	Community Update Meetings	Pop-Up Meetings
No. of Meetings	2	4	1	3	3	3	5	25

Source: HTA, 2025

ES-9 Areas of Controversy and Issues to be Resolved

CEQA Guidelines Section 15123(b)(2) requires that an EIR identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Areas of potential controversy for the Project include the following:

- Effects to local businesses and neighborhoods during construction
- Seismic safety concerns

- Traffic changes due to lane and road closures during construction
- Habitat and wildlife connectivity in the Santa Monica Mountains
- Security and safety issues at stations

Issues to be resolved include:

- Project funding and timeline
- Use of federal property including the West Los Angeles VA Medical Center
- Coordination with LADWP, the California Department of Transportation, Santa Monica Mountains Conservancy, and U.S. Army Corps of Engineers. Inclusion of an alternative in the DEIR does not mean that these or other agencies have approved the design. Project elements that interface with other agencies, such as LADWP, have not been approved by these agencies, and inclusion of them in the DEIR does not indicate approval of the alternative or the design.

CEQA Guidelines Section 15123(b)(3) requires a discussion of issues to be resolved, including Metro Board identification and approval of the LPA, and how Metro will mitigate significant impacts. Upon completion of project CEQA review, the Metro Board will consider approval of the Mitigation Monitoring and Reporting Plan (MMRP). The MMRP will address mitigation measures that will apply to the preferred alignment or LPA (as identified by the Metro Board), and these mitigation measures would be required to reduce identified significant impacts to a less than significant level.

ES-10 Next Steps

Upon completion of the DEIR public review period and review of public and agency comments, the Metro Board will consider identification of a preferred alignment or LPA. Public and agency comments received on this DEIR will be considered for the identification of the LPA. The identification of the LPA will move the project development process forward, including preparation of the FEIR and anticipated initiation of the federal environmental process.

Attachment B – Sepulveda Transit Corridor Modified Alternative 5



Note: Alternative subject to refinements as project design advances.

SEPULVEDA TRANSIT CORRIDOR PROJECT

Metro Cost Benefit Analysis (CBA)

In July 2025, the Board adopted a CBA framework for evaluating project alternatives, including assessing the regional economic impacts of investment and identifying benefits relative to the costs of investment. The CBA includes two component – Weighted Benefits Analysis and Benefit-Cost Ratio – as described below and used to evaluate the Sepulveda Transit Corridor Draft Environmental Impact Report (EIR) Alternatives. The evaluation is based on data collected during the Draft EIR process.

Weighted Benefits Analysis: A points-based evaluation comparing the alignments across five goals that are weighted per Metro-adopted CBA methodology. This considers relevant quantitative and qualitative metrics within each of the five goals that are scored relative to each other on a 7-point scale with seven being the highest/best performing.

Table 1: Weighted Benefit Score

Goals	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6	Key Performance Indicators Evaluated
	Average Score by Goal (Unweighted)					
Mobility & Accessibility (Weight: 40%)	**4.6/7**	**5.6/7**	**6.8/7**	**6.8/7**	**6.3/7**	Travel time; project trips; new riders; travel time savings; service frequencies; transfer times at key connection points; non-auto mode share access to stations; proximity to jobs and residents; including Equity Focus Communities (EFC) households without access to a car
Safety & Health (Weight: 15%)	**4.8/7**	**5.2/7**	**5.8/7**	**5.8/7**	**5.2/7**	Proximity to healthcare and parks, exposure to noise during construction and operations, average emergency response times, CalEnviroScreen 4.0 scores.
Environmental Sustainability (Weight: 15%)	**4.2/7**	**4.4/7**	**5.8/7**	**6.2/7**	**5.2/7**	Reductions in vehicle miles traveled, energy consumption, air quality criteria pollutants and greenhouse gas emissions, significant and unavoidable impacts during construction or operations, including historical resources, peak construction criteria pollutant emissions, and impacts to ordinance protected trees and shrubs, and areas of potentially sensitive vegetation.
Operational Sustainability & Delivery (Weight: 15%)	**5.8/7**	**5.4/7**	**5.6/7**	**5.3/7**	**5.3/7**	Project construction and operation and maintenance costs, capital cost funding gap, anticipated opening month, potentially impacted utilities, and FTA New Starts criteria measures including annualized cost per project trip, new systemwide transit trips, and annual project trips.
Economic Impact (Weight: 15%)	**5.2/7**	**5.7/7**	**4.8/7**	**5.2/7**	**5.0/7**	Number of individuals displaced, estimated parcels to be acquired, station proximity to nearest commercially zoned property, person-year jobs created during construction, total regional economic benefits due to increased mobility
Total Weighted Score	**4.8/7**	**5.3/7**	**6.0/7**	**6.1/7**	**5.7/7**	**Project provides significant benefits for all alternatives. Alternative 5 performs the strongest**

The Weighted Benefits Analysis component of the CBA finds that the Project provides significant benefits locally and regionally across all alternatives. The performance of each alternative varies within each goal with Alternatives 4 and 5 performing strongest for Mobility & Accessibility and Safety & Health. Alternative 5 performs the strongest for Environmental Sustainability. Alternative 1 performs the strongest for Operational Sustainability and Delivery. Alternative 3 performs the best for Economic Impact. Overall, Alternative 5 performs the best with a weighted score of 6.1, followed by Alternative 4 with a weighted score of 6.0, Alternative 6 with a weighted score of 5.7, Alternative 3 with a weighted score of 5.3 and Alternative 1 with a weighted score of 4.8.

Benefit-Cost Ratio: Compares the monetized costs of the Project, including capital and operating costs, to the monetized benefits of the Project, including travel time savings, traffic safety, active transportation health benefits, air pollution reduction benefits and regional economic benefits due to improved regional access and travel. A higher ratio of benefits to costs means that there are more monetized benefits for every dollar spent. However, it is important to note that many costs and benefits cannot be monetized. The results of this analysis are presented in Table 2.

Table 2: Benefit-Cost Ratio Findings

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Benefit-Cost Ratio	4.2	3.5	5.4	4.6	4.3

** BCRs are unique to each project and not to be compared across projects, due to specific construction and operation years being considered, travel demand modeling years, and other factors.*

The analysis reveals that all five alternatives offer significant benefits in comparison to their costs. Alternative 4 has the highest BCR (highest monetized benefits compared to costs). Alternative 4 is expected to produce $5.40 of monetized benefits per dollar invested over a 30-year analysis period. Alternative 5 is expected to produce $4.60 as it has similar benefits to Alternative 4 but a higher cost. Alternative 6 is expected to produce $4.30 as it has lower benefits than Alternatives 4 and 5 but a higher cost. Alternative 1 is expected to produce $4.20 as while it has lower benefits, it has the lowest cost. Alternative 3 is expected to produce $3.50 as its higher relative costs are not accompanied by higher relative benefits.

MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
and
LOS ANGELES DEPARTMENT OF WATER AND POWER

FOR COOPERATION AND COORDINATION ON THE SEPULVEDA TRANSIT CORRIDOR PROJECT

This Memorandum of Understanding ("MOU") is entered into by and between the Los Angeles County Metropolitan Transportation Authority ("LA Metro") and Los Angeles Department of Water and Power ("LADWP"), (referred to herein collectively as the "Participants"), regarding cooperation and coordination to advance the Sepulveda Transit Corridor Project ("the Project") in a way that continues to support the essential services both agencies provide.

RECITALS

A. Whereas, LA Metro is responsible for planning, designing, constructing and operating transportation projects and programs within Los Angeles County; and
B. Whereas, LADWP is a municipal utility serving the water and electricity needs of Los Angeles, organized and existing under the Charter of the City of Los Angeles; and
C. Whereas, LA Metro is developing the Project to provide a crucial north-south transit connection between the San Fernando Valley and the Westside of Los Angeles; and
D. Whereas, in June 2025, Metro issued a Draft Environmental Impact Report (EIR) for the Project describing and analyzing five build alternatives; and
E. Whereas, each of these alternatives as identified in the Draft EIR would interface with LADWP-owned properties and facilities; and
F. Whereas, LA Metro will continue to fully reimburse LADWP for its expenses associated with reviewing preliminary and final engineering design plans, reports, specifications, drawings, agreements and other documents pertinent to the Project consistent with the terms of the existing work orders (Power: 9300000000F102SC; Water Real Estate: 9300000000F103SC; Water Service: 9300000000F103SC); and
G. Whereas, LADWP reviewed the Draft EIR and provided comments to LA Metro regarding the Project; and
H. Whereas, LADWP requires that the Project not have an unmitigable adverse impact on provision of water and power within LADWP's service area, nor cause hardship on LADWP's ability to conduct business.

Based on a shared interest of advancing the Project and maintaining essential services to Angelenos, LA Metro and LADWP hereby acknowledge and agree to the following principles/commitments:

1. LA Metro recognizes that public entities having jurisdiction and/or rights in and around the Project, including LADWP, have existing facilities as well as infrastructure and development plans that may relate to or be impacted by the Project.
2. The purpose of this MOU is to establish an organizational framework whereby LA Metro and LADWP engage, where possible, as partners for the development of the Project, including continued planning, design and eventual construction of improvements that preserve and protect existing and planned water and power operations while also providing for implementation of the Project.
3. LA Metro and LADWP will coordinate and cooperate in good faith, including with other stakeholders as appropriate, on the following areas related to the Project, including, without limitation:
    a. LA Metro will identify a location to maintain and service rail vehicles that does not include LADWP properties at 7600 Tyrone Avenue or 7501 Tyrone Avenue (APNs: 2215-001-913; and 2215-001-910);
    b. LA Metro will work collaboratively with LADWP to refine alignments in the vicinity of Stone Canyon Reservoir Property to address LADWP comments;
    c. LA Metro and LADWP will work collaboratively to identify existing LADWP infrastructure that must be protected in place or relocated in order to accommodate the Project while ensuring that LADWP is able to maintain its existing level of operations and maintenance for its water and power systems; and
    d. LA Metro and LADWP will work collaboratively to address other comments provided in LADWP's August 27, 2025 comment letter on the Draft EIR for the Project, along with other areas of concern that may arise that require coordination and resolution.
4. This MOU is intended as an initial step to facilitate cooperation, coordination and intentions as set forth herein. The Participants expect that Project characteristics, impacts and mitigations may be defined in more detail and further refined as the Project design continues to advance.
5. The Participants agree to collaborate, cooperate and coordinate with each other, including their respective staff and/or consultants, to achieve the objectives of this MOU including, among other actions:
    a. The participation in recurring meetings and/or workshops, within reason;

b. The exchange of technical and other information; and
c. Good faith negotiation of more detailed agreements where needed.

6. The Participants agree to work diligently together and in good faith, using their best efforts to mitigate impacts to provision of water and power services within the Project area, perform relocations where mitigation cannot be achieved, and to resolve any unforeseen issues and disputes arising out of the performance of this MOU.
7. This MOU is a voluntary initiative and does not impose any legally binding rights, limitations or obligations upon the Participants. Each party shall bear its own costs related to this effort unless otherwise agreed in writing.
8. This MOU is not intended to amend or impact in any way other existing written agreements or MOUs that either Participant may have entered pertaining to this Project.
9. This MOU is effective from the date of its last signature and shall remain in effect until another MOU or agreement regarding this Project is executed between the Participants, the Project is completed, or one or both Participants withdraw from the MOU, whichever is earlier.
10. This MOU can only be amended by the Participants in writing. Each Participant may, at any time, withdraw from this MOU by providing a written notice to the other Participant 60 days in advance of the date of withdrawal.
11. This MOU incorporates, by reference, the recitals into the body of the MOU.

For the Los Angeles County Metropolitan Transportation Authority

By: _____ Date: 1/9/26

Stephanie Wiggins, Chief Executive Officer

For the Los Angeles Department of Water and Power

By: _____ Date: 1/9/25

Janisse Quinones, Chief Executive Officer


Next stop: exploring alternatives to the 405.
SEPULVEDA TRANSIT CORRIDOR PROJECT
Planning and Programming Committee
January 14, 2026
File ID: 2025-1062
Metro

Recommendation

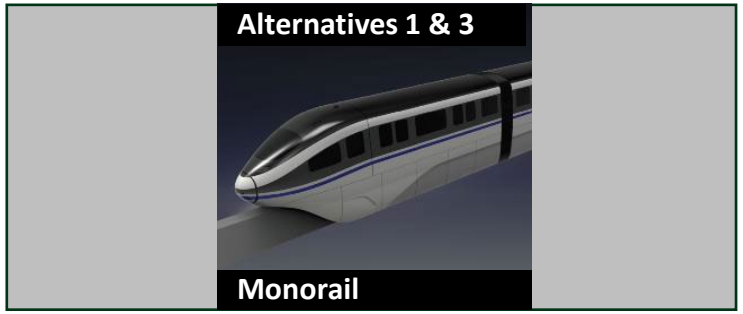
CONSIDER:

A. APPROVING the Locally Preferred Alternative (LPA) as Modified Alternative 5: Heavy rail transit underground between the Van Nuys Metrolink Station and the E Line Expo/Sepulveda Station modified to provide a connection to the Metro G Line and East San Fernando Valley (ESFV) Light Rail Line at Van Nuys Boulevard.

B. AUTHORIZING further design refinement and advancement of the LPA to address project cost, risk, and comments received on the Draft Environmental Impact Report (EIR), including but not limited to defining an Initial Operating Segment (IOS) and a phasing plan with priority given to connecting the San Fernando Valley—at the Metro G Line and ESFV Light Rail Line at Van Nuys Boulevard—and the Westside—at the Metro D Line—including refined maintenance and storage strategy.

C. AUTHORIZING advancement of the Final EIR and any additional environmental documentation required as a result of selecting the LPA and development of an IOS.

Overview of Alternatives







	Alt 1 *	Alt 3	Alt 4	Alt 5	Alt 6
Technology	Automated Monorail	Automated Monorail	Automated Heavy Rail	Automated Heavy Rail	Driver-Operated Heavy Rail
Alignment	Aerial	Aerial/Underground	Aerial (n. of Valley Vista/Underground	Aerial (n. of Raymer)/ Underground	Underground
Length (miles)	15.1	16.1	13.9	13.8	12.9
Stations	8	9	8	8	7
End-to-end travel time (mins.)	~28	~33	~20	~20	~18
Peak train frequency (mins.)	2.77	2.77	2.5	2.5	4
Daily Ridership	~63,000	~82,000	~123,000	~124,000	~107,000
Connection to UCLA	Electric Bus	Station under campus	Station under campus	Station under campus	Station under campus
Daily VMT Reduction (2045)	~342,000	~451,000	~768,000	~775,000	~695,000
Residential Acquisitions	1	1	212	34	127
Capital Cost (2023$)	$15.4B	$20.8B	$20.0B	$24.2B	$24.4B

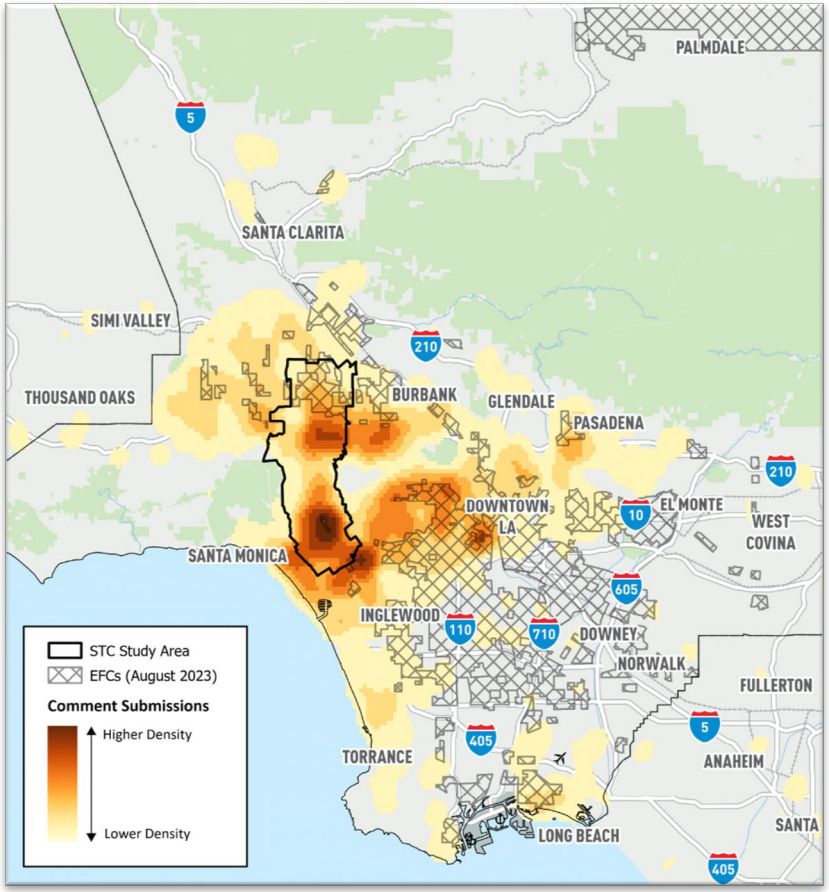
**Alternative 1 also includes an E-bus between the Metro D Line Westwood/VA Hospital Station and UCLA Gateway Plaza.*

Comparison of Alternatives Studied

Alt	Opportunities	Challenges
1	• **Lowest capital cost** ($15.4B), 37% less than the highest cost alternative • Fewest Significant and Unavoidable CEQA impacts (**DEIR Environmentally Superior Alternative**)	• **Lowest ridership**, ~1/2 ridership of the highest ridership alt • No direct rail connection to **UCLA** • ~1/2 employment within ½ mile of stations than other alternatives • Lowest FTA cost-effectiveness • Lowest GHG and VMT reduction
3	• Only alternative that provides service to **both UCLA and the Getty Center**	• **Longest** end-to-end **travel time** (~33 minutes) • Slightly **higher capital cost** than Alt 4 (<4% difference) with **2/3 of the ridership** (anticipate higher potential for VE)
4	• **Lower cost** than Alternative 5 (~$4.2B, 17%) **with similar mobility benefits** • **Highest cost-effectiveness**	• Community concerns about **aerial structure** along Sepulveda Blvd • Highest number of residential acquisitions (212 units, 202 in multifamily residential)
5	• **Highest ridership** • **Fewest residential acquisitions among HRT alternatives**	• **Higher cost** than Alternative 4 (~$4.2B, 17%) **with similar mobility benefits**
6	• **Fastest** end-to-end travel time (~18 minutes) • **Shortest alignment**	• **Most expensive** • Less frequent headways • Mid-tunnel **vent shaft** on LADWP Stone Canyon Reservoir parcel • Second most residential acquisitions (127 multifamily units) • **Fewest number of stations**

Draft EIR Outreach and Summary of Comments

- 90-day public comment period: June 2 – August 30, 2025
- 5 Community Meetings and 5 Public Hearings held during comment period to provide information and obtain comments
- 8,074 total comment submissions
- Of the total submissions, 7,308 submissions (90.5%) expressed some type of support for the project, either for specific alternative(s) or overall project
- Only 69 submissions (0.9%) expressed opposition to the overall project



Cost Benefit Analysis

> At the July 2025 Metro Board meeting, **the Board approved a methodology framework** for a Cost Benefit Analysis to be conducted on Metro capital projects at key milestones to support investment and funding decisions.

> Two components inform the CBAs:

- **Weighted Benefits Analysis**
  - Points-based evaluation comparing benefits across the five goals in the Metro-adopted CBA methodology.
  - Each benefit is assigned a **score of 1 (lowest)** through **7 (highest)**.
  - Alternative 5 performs the strongest
- **Benefit Cost Ratio**
  - Benefit Cost Ratio compares monetized project benefits to monetized project costs.
  - **All alternatives confer significant benefits compared to costs.**
  - **Alternative 4** has the highest monetized benefits compared to costs.

> *Note: Cost Benefit Analysis results cannot be used for comparison between projects due to different assumptions for each analysis.*

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Weighted Benefits Analysis	**4.8**	**5.3**	**6.0**	**6.1** ★	**5.7**
Benefit Cost Ratio	**4.2**	**3.5**	**5.4** ★	**4.6**	**4.3**

Staff Recommendation: Modified Alternative 5 Description



Elements of Modified Alternative 5

- Construction and operational approach of Alternative 5
- Northern segment along Van Nuys Boulevard (similar to Alternative 6)
- Southern segment with station on campus at UCLA and along Sepulveda Boulevard
- Initial Operating Segment (IOS) to focus on connecting G Line and East San Fernando Valley Light Rail in the San Fernando Valley with the D Line on the Westside
- Need to identify maintenance and storage approach to support IOS
- Refined alignment through Santa Monica Mountains

Staff Recommendation: Modified Alternative 5 and IOS Benefits

Draft EIR Goals	LPA and IOS Staff Recommendation Benefits
Improve Mobility	- Alternative 5 is highest ridership alternative - Alternative 5 travel time among fastest and anticipated to improve with LPA due to shorter more direct route than Alternative 6 (fastest Draft EIR alternative) - IOS provides alternative to congested 405 through the Sepulveda Pass
Improve Accessibility and Promote Equity	- Direct connections to Metro D, E, G and ESFV Lines and Metrolink Ventura County Line - IOS provides direct connections to Metro D, G and ESFV Lines
Support Community and Economic Development	- Stations close to major destinations and employment centers, including UCLA
Protect Environmental Resources and Support Sustainable Transportation System	- Alternative 5 has greatest VMT reduction - No construction and ventilation shaft in Santa Monica Mountains
Provide a Cost-Effective Solution and Minimize Risk	- Phasing allows for project's mobility benefits to be delivered earlier, as funding is available, and incrementally - Addresses key stakeholder comments - Shorter alignment and fewer stations with LPA should reduce Alternative 5 costs
Enhance Resiliency	- Providing a new travel corridor through the Sepulveda Pass adds resiliency to the transportation network.

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

File #: 2025-0818, **File Type:** Project **Agenda Number:** 11.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JANUARY 14, 2026

SUBJECT: C LINE EXTENSION TO TORRANCE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING the Board selected Locally Preferred Alternative (LPA), a 4.5-mile fully grade-separated light rail extension of the C Line Extension to Torrance (now K Line) with two stations in Redondo Beach and Torrance as the Project (Project);

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);

C. ADOPTING, in accordance with CEQA, the:
1. Findings of Fact and Statement of Overriding Considerations, and
2. Mitigation, Monitoring and Reporting Program (MMRP); and

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

ISSUE

On September 11, 2025, Metro issued the Notice of Availability (NOA) for the Final EIR and released the final environmental document for public circulation. The Final EIR contains all completed studies, which respond fully to all public comments on all alignments in the Draft EIR, including the Right of Way (ROW) and Hawthorne alignments, as requested by a Metro Board motion by Director Butts on May 23, 2024 (Attachment A). The C Line Extension to Torrance (CLET) is a 2008 LA County voter approved Measure R, and 2016 LA County voter approved Measure M, project that is included in the 2020 Long Range Transportation Plan (LRTP) and the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Metro is the CEQA Lead Agency for the Project <https://www.metro.net/projects/green-line-extension/>and the Board of Directors (Board) is responsible for certifying the Final EIR, affirming that the document has been completed in compliance with CEQA, that the Final EIR was

presented to and considered by the Metro Board prior to project approval, and that the Final EIR reflects Metro's independent judgment and analysis.

Staff recommend that the Board certify the Draft EIR, Final EIR, Appendices, and EIR errata, which together constitute as the complete EIR <https://us.planengage.com/clineextension/page/welcome>, and approve the Locally Preferred Alternative (LPA, adopted by the Board in May 2024) as the Project. See Attachment B, Executive Summary of Final EIR.

BACKGROUND

Today, the South Bay region experiences severe congestion along the I-405 and nearby arterial roadways, and this is expected to grow in the future (2042), as population and jobs are projected to grow by seven and 19 percent, respectively. Providing a rail connection to the South Bay has been a long-term regional goal to provide a fast and reliable mobility option, strengthen economic opportunities, and reduce environmental impacts associated with automobile use.

The Project would extend light rail service farther into the South Bay along the Harbor Subdivision railroad corridor, referred to as the Metro ROW as it is owned by Metro. As proposed, the Project would travel through the Cities of Lawndale, Redondo Beach, and Torrance, expanding local and regional access by adding two new rail stations in Redondo Beach and Torrance connecting to bus transit centers operated by the respective cities.

Project History

In 1993, Metro purchased the Harbor Subdivision rail corridor, a 26-mile freight railroad corridor that connects Downtown L.A. to San Pedro, with the intent of expanding passenger rail access across L.A. County. In 1995, Metro opened the Green Line (subsequently renamed C line) that traveled between Norwalk and Redondo Beach along segments of Interstate 105 and the Harbor Subdivision corridor (Metro ROW) until 2024 when Metro modified operations between the K and C lines. In 2009, Metro completed a planning study to extend transit service between Downtown Los Angeles to the Ports of San Pedro Bay and Long Beach, using the Metro ROW, while maintaining existing freight service operated by railroads. Metro has advanced planning studies since 2009, and an extension of the Green Line is included in the voter-approved Measure M Expenditure Plan. Staff received direction from the Metro Board in 2018 to begin environmental clearance under CEQA, culminating in the Final EIR proposed for certification presented in this Board Report.

Thus far, funding has been identified for this Project from several sources including voter-approved Measure R in 2008, Measure M in 2016, a state grant from the California State Transportation Agency (CalSTA) in 2018, and funds from Senate Bill (SB) 1, as well as 3% local match contributions - totaling $1.4 billion. Current funding represents 52% of the capital cost estimate, discussed further in this report. At this stage in project development, having over 50% of the funding secured for the full alignment of the project is significant compared to recent transit corridor projects at this stage (see Table 1).

Table 1. Funding Secured for Metro Transit Corridor Project at Final EIR Certification

Transit Corridor Project	At Time of Certification of Final EIR/EIS Dollars in Year of Expenditure (YOE$)					
	Month of Certification	Funding Secured	Capital Cost Estimate for Full Alignment	Capital Cost Estimate for Initial Operating Section (IOS)	% of Funding Secured for Full Alignment	% of Funding Secured for IOS
Eastside Phase 2 Light Rail Transit (LRT) 4.7 (IOS) to 9 miles	May 2024	$3.4B	$10.2B to Whittier (2022)	$7.9B to Montebello (2022)	33%	43%
Southeast Gateway Line LRT (West Santa Ana Branch) 14.5 (IOS) to 19.3 miles	April 2024	$3.13B	$15.5B DTLA to Pioneer (2020)	$7.2B Slauson to Pioneer (2023)	20%	43%
East San Fernando Valley LRT 6.7 (IOS) to 9.2 miles	December 2020	$1.6B	$1.9-2.2B to Sylmar (2018)	$1.7-$1.9B to Pacoima (2018)	73%-84%	84%-94%
Crenshaw/LAX LRT (K Line) 8.5 miles	September 2011	$1.47B	$1.715B to LAX (2010)	Undetermined at time of certification	86%	N/A
Westside Subway Extension (D Line Ext) Heavy Rail Transit 9 miles	April / May 2012	$4.2B	$6.29B to Westwood/VA (2011)	Section 1: $2.6B Section 2: $1.6B Section 3: $2.1B (2011)	67%	100% for Sections 1&2, 0% for Section 3

Dollars are estimated in year of expenditure. Parentheses indicate base year of dollars for cost estimates.

Environmental Review Process

On January 29, 2021, Metro published a Notice of Preparation (NOP) to solicit public comments on the scope, content, and information that should be considered as a part of the EIR. Two years later, on January 26, 2023, Metro released a Draft EIR for public review over a 61-day review period that concluded on March 27, 2023. Metro collected over 2,000 public comments during the comment period, which included five public hearings (four in-person and one virtual). The Draft EIR evaluates three light rail alignments and three "Alternatives to the Proposed Project" as required by CEQA, that would lessen or avoid significant Project-related impacts. The alignments and alternatives included:

- Metro ROW Elevated/At-Grade Alignment,
- Trench Option,
- Hawthorne Blvd Option,
- 170th & 182nd Street Grade Separated Light Rail Alternative (Hybrid Alternative),
- High Frequency Bus Alternative, and
- No Project Alternative.

In addition to the Draft EIR, Metro published several other reports on ridership, user benefits, cost, schedule, real estate needs, changes to traffic and parking, and other technical issues on the Project website <https://www.metro.net/clineext>.

Summary of Community Engagement During EIR

Metro led extensive community engagement both in person and virtually during the environmental review process, sharing information with the community on the Project through videos, interactive websites, public meetings, events and briefings. We also listened to and learned about local

concerns through neighborhood walks, transit rider intercepts and door-to-door to businesses outreach. These activities allowed Metro to respond to questions and document feedback for transparency. Metro also worked with a market research firm to conduct a public opinion poll of residents of Lawndale, Redondo Beach and Torrance in Spring 2023. The poll found that a majority of residents were familiar with the project (60%) and support the project (67%). Across the three cities, only 8% oppose the project. Support for the project was fairly consistent across demographic groups with the highest levels of support (76% support) from young adults (ages 18-34) and from households with incomes of less than 49,000 (75% support).

Metro has kept the community informed throughout the environmental review process through multiple channels and thousands of notifications so that residents and stakeholders are updated on opportunities to review and participate at Project milestones. Between 2021 and 2025, Metro collected over 4,700 comments from community members. More than 2,100 participants joined Project events and the Project website received more than 20,000 views (see Appendix A of the Final EIR <https://us.planengage.com/clineextension/page/welcome>).

Board Selection of LPA

In May 2024, based on the Draft EIR, technical analyses, public comments, and staff recommendation, the Metro Board selected the170th/182nd Grade-Separated Light Rail Transit Alternative (also referred to as the "Hybrid Alternative") as the LPA. The Hybrid Alternative was selected because it met Project objectives while responding to community concerns and minimizing construction disruptions and long-term impacts to the community. Specifically, the Hybrid Alternative:

- Is expected to deliver significant mobility benefits to 1.49 million new riders a year, with 3.6 million annual boardings - reflecting improved regional connectivity between the high jobs-growth South Bay and the greater Metro rail network, which in turn expands access to jobs, housing, schools, and daily needs.
- Provides two new rail stations with direct connections to existing regional bus transit centers constructed and operated by the cities of Redondo Beach and Torrance, thus strengthening connectivity between local and regional transportation networks.
- Minimizes property acquisitions by building within the Metro-owned ROW and leveraging this historical investment.
- Improves safety conditions in the ROW where space allows by providing new neighborhood paths where sidewalks are lacking today, upgrading existing freight crossings and reducing existing freight noise with a proposed quiet zone corridor.
- Improves pedestrian and cyclist safety along school routes and improves traffic safety and reduces delay in the surrounding areas by fully grade separating the light rail with elevated segments and two under-crossings.

In approving the staff-recommended LPA, the Board also passed a motion introduced by Director Butts directing that staff:

- Complete technical and environmental studies to respond fully to the public's comments and questions that were received on the ROW and Hawthorne Boulevard alignments; and
- Refine cost estimates and develop a funding plan that identifies all possible federal, state, and local funding sources to implement the Project.

The Hybrid Option is included in the Final EIR as the LPA and is described in detail, along with CEQA analyses conducted on it and the other alignments.

DISCUSSION

CEQA

Metro is the Lead Agency under CEQA for the C Line Extension to Torrance Project. CEQA requires that Metro balance, as applicable, the economic, social, technological, and other benefits of the Project against its unavoidable impacts when considering environmental certification and project approval. CEQA Guidelines Section 15091(a) states that no public agency shall approve or carry out a project which identifies one or more significant environmental effects unless the public agency makes written findings for each of the identified significant effects, accompanied by a brief explanation of the rationale for each finding. If the Metro Board certifies the EIR and approves the Project, thereby completing the CEQA environmental clearance, the Project will be eligible to seek the potential discretionary reviews, approvals, and real estate negotiations that would be needed to implement the Project.

Prior to approving the Project, the Board must find that notwithstanding the disclosure of these significant and unavoidable impacts, there are specific reasons for approving this Project and that these reasons serve to override and outweigh the Project's significant and unavoidable effects. CEQA requires that support be provided in writing of the specific reasons for approving a project when significant impacts cannot be avoided or substantially lessened. These findings are included in the Project's Statement of Overriding Considerations (Attachment C-1). Section 21081.6 of the California Public Resources Code requires the Lead Agency (for each project that is subject to CEQA) to monitor performance of the mitigation measures included in the environmental document to ensure that mitigation does, in fact, take place after a project is approved. Therefore, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures. 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 properly carried out. Metro is responsible for assuring full compliance with the provisions of the MMRP (Attachment D).

Final EIR

The Final EIR was made public on September 11, 2025 and includes analysis of all alignment options and alternatives evaluated in the Draft EIR. The document describes the Board-adopted LPA, and includes clarifications, corrections, and revisions to the Draft EIR based on design refinements and/or additional analyses. It also provides written responses to more than 2,000 public comments received during the Draft EIR review period, consistent with CEQA requirements. The document includes 21 Major Topic responses to provide comprehensive responses to the most commonly asked questions and frequently raised concerns.

Since the Draft EIR, the Final EIR was supplemented by additional technical work including specialized studies and updated engineering plans to respond to community concerns. These additional studies included:

- Field studies including a property boundary survey, drone photography and aerial survey of the Metro-owned ROW to confirm ownership and ROW widths, as the width of the Metro ROW

was raised by homeowners adjacent to the corridor.
- Refined advanced conceptual engineering (ACE) plans for the LPA, reflecting survey work (Appendix B of the Final EIR).
- Additional real estate research on properties that would be affected by the LPA in the 2025 Real Estate Acquisitions Report.
- Updates to power needs and adjustments to freight realignment south of 190th Street based on discussions with BNSF and adjacent property owners.
- Traffic counts of arterials to inform freight crossing design.
- Refined cost estimates for alignments.
- Updated Frequently Asked Questions (FAQs) to help the community better understand the environmental review processes, design and engineering considerations, and safety, among other topics.
- Summary of key issues and responses to questions about the Hawthorne Option (Attachment E).

These reports were published on September 11, 2025, and are available on the Project website and the Plan Engage web platform <https://us.planengage.com/clineextension>. Communications with the public and engagement activities with stakeholders were conducted throughout the development of the Final EIR, and are described in Attachment F.

Circulation of the Final EIR

The Notice of Availability (NOA) for the Final EIR was filed with the Los Angeles County Clerk and California State Clearinghouse. Metro notified cities, agencies, property owners, residents and the greater community through various means and media including print and social media, newspaper advertisements, and direct mailings. The Final EIR can be accessed at www.metro.net/clineext <http://www.metro.net/clineext> and at the following public libraries:
- Lawndale Library (14615 Burin Ave, Lawndale, CA 90260)
- Redondo Beach North Library (2000 Artesia Blvd, Redondo Beach, CA 90278)
- North Torrance Library (3604 Artesia Bl, Torrance, CA 90504)
- Katy Geissert Civic Center Library (3301 Torrance Blvd, Torrance, CA 90503)
- Metro Headquarters Library (One Gateway Plaza, Los Angeles, CA 90012) by appointment only.

To further Project awareness, Metro partnered with Community-Based Organizations (CBOs) that represent the South Bay area and broader region to leverage their expertise in connecting with communities in and around the Project study area. A full description of public engagement and noticing throughout the environmental process can be found in Appendix A to the Final EIR with recent efforts briefly summarized in Attachment F.

Overall Project Benefits

By extending light rail south to Torrance, the Project would integrate two new bus transit centers into the existing regional rail and bus network and provide seamless connections to the C Line, LAX, E Line, as well as broader access to the regional system. These connections would significantly improve transit mobility for South Bay residents and strengthen the regional multimodal transportation network. The Project would divert vehicle trips from congested freeways and arterial

streets, which translates into reductions of air pollutants and greenhouse gases. Specifically, environmental analyses show that the Project reduces approximately 43,000 vehicle miles traveled per day, resulting in net greenhouse gas emissions reductions of roughly 1,850 metric tons per year. These benefits are consistent with, and help advance, regional and statewide policy commitments to address climate change and improve air quality, including implementation of SB 375, California's Scoping Plan under AB 32 and SB 32, and SCAG's RTP/SCS.

Additionally, the Project would generate substantial economic benefits for the region, through both short-term construction employment and long-term regional economic growth due to improved access to jobs. During construction, the Project is expected to create 15,000 jobs in the Los Angeles region, including skilled trade and apprenticeship opportunities that support local workforce development and disadvantaged communities. Consistent with Metro's commitment to small business participation and disadvantaged business enterprises, the Project would also create contracting opportunities for local firms.

The Metro Cost Benefit Analysis (CBA), discussed in this report, shows how improved transportation access expands employment opportunities for workers. In turn, employers benefit from a larger labor pool and thus greater productivity. Over a 20-year period, the Project is estimated to generate $16.3 billion in Gross Domestic Product (GDP) for the region. Additionally, this infrastructure investment would help to catalyze local development of station areas, thereby supporting new housing, commercial space, and transit-oriented development, stimulating economic activity and expanding the local tax base.

Cost Estimates

Per Board direction in May 2024, Metro has refined the cost estimates, in keeping guidance per the Federal Transit Administration (FTA). The refined cost estimates address:

- Updates to baseline construction costs for minor design refinements discussed in the Final EIR.
- Actual inflation rates between 2022 and 2025 to account for the greater than anticipated cost increases for construction materials, labor and professional services.
- An updated preliminary construction schedule to address additional time to complete the EIR process (see Figure 1).
- Updated escalation (3.5% average annual) for mid-point of construction.
- Updated contingency to reflect higher base construction costs (~40% based on early stage of design at 15% advanced conceptual engineering).

Figure 1. Updated Preliminary Construction Schedules



Hawthorne Option shows two scenarios (1) minimum two-year NEPA and approval process with Caltrans, Federal Highway Administration (FHWA) and NEPA, and (2) more conservative four-year coordination and approval process.

With the updated schedule, the LPA is anticipated to open in March 2036. The Hawthorne Option is estimated to open in December 2036, assuming two years to complete additional environmental approval under the National Environmental Policy Act (NEPA) in coordination with Caltrans and the Federal Highway Administration (FHWA). This process would likely take more than two years to complete due to additional reviews and agreements required to be in place as experienced on other projects where Metro and Caltrans are collaborating. As such, Metro has prepared a more conservative schedule for the Hawthorne Option with up to four years to complete NEPA and Caltrans approvals, which would open by the end of 2038 to better reflect risks to the project schedule with this additional round of approvals, as shown in Figure 1.

Table 2 summarizes the refined cost estimates and differences between the Draft EIR estimates in 2022 and Final EIR cost refinements in 2025.

Table 2. Refined Construction Cost Estimates (2025)

Table 1. Refined Construction Cost Estimates (2025)

Construction Cost Estimates $ in millions	LPA Hybrid Alt	Hawthorne Option
2022 Baseline Costs	$1,213	$1,497
Design Refinements in Final EIR	$119	$107
Subtotal of Updated Baseline Costs	**$1,332**	**$1,604**
Percent Increase in Baseline Construction Costs (between 2022 to 2025)	9.8%	7.1%
Actual Inflation of Baseline Costs (2022-2025)	$240	$289
Escalation (3.5% average annual)	$523	$814
Contingency (~40% of baseline costs)	$608	$733
2025 Total Estimate (Final EIR)	**$2,703**	**$3,440**

The updated cost estimate for the LPA is $2.7 billion in 2025$. Between 2022 to 2025, the LPA construction cost estimate increased by $468 million (9.8%). Of that, approximately $119 million is attributed to baseline construction costs based on minor design refinements, which are primarily in

the area south of 190th Street and would also apply to the Hawthorne Option. The remaining increase in cost is due to recent inflation (2022 to 2025), future escalation for project delivery, and contingency to address known and unknown risks based on an early stage of design.

The Hawthorne Option has increased by $478 million since 2022. The updated cost estimate is now $3.44 billion in 2025$. This cost estimate assumes a two-year process to complete NEPA and related Caltrans and FHWA approvals. However, Metro estimates that the environmental review and approval process would take longer, adding additional cost to the Hawthorne Option, further discussed in the comparison of options section below.

Project Funding

As shown in Table 3, approximately 52% of the funding necessary to build the Project has been secured to date for the LPA, including Measure R and M funds as well as state grants - constituting $1.4 billion toward the estimated LPA cost of $2.7 billion. The secured funding is sufficient for covering estimated Project costs for early works activities, including final design, right of way, and freight and utility relocation, discussed further below.

Table 3. Funding Sources for LPA

Table 3. Funding Sources for LPA

Funding Sources	LPA (Hybrid Alternative)
Secured Funding	$1,414.8
Measure R	$272.0
Measure M*	$821.4
3% Local Match Requirement**	$81.1
TIRCP Grant	$231.3
SB1 – Local Partnership Program	$9.0
Not Secured	$1,288.2
Other Local Funding	$1,038.2
Other State Funding	$250.0
Other Federal Funding	$0.0
TOTAL	**$2,703.0**

*includes inflation adjustment as allowed under the Measure M Ordinance.
**The current cost estimate is based on 15% design completed for the EIR.

Should the Final EIR be certified by the Board, Metro would advance design work on the approved Project and continue to use existing local funding while seeking additional funding. Such additional funding would be sought from existing transit-eligible state grant programs (e.g., State Transportation Improvement Program, Local Partnership Program, Solutions for Congested Corridors) and use local funds, including local sales tax. Local sources that will be considered or proposed include a possible transfer of Measure M Highway funds to the Project, and surplus Express Lanes revenue.

Although this Project is not a candidate for federal funding (see Table 3), the proposed funding strategy is consistent with practices advanced for previous projects as previously shown in Table 1. Metro has successfully competed for additional funding after environmental approval for many transit corridor projects. Should the Metro Board approve this Project, Metro would follow its past practice and leverage the existing funding through a sequenced construction approach (discussed in Attachment G) and pursue additional funds to close the gap.

Project Name & Operational Plan

The Project was originally envisioned as an extension of the C (Green) Line (which operated until 2025 from Norwalk Station to Redondo Beach Station) and referred to as the C Line (Green) Extension to Torrance Project in the Draft EIR. Following the completion of the Draft EIR public comment period, and after the Metro Board selected the LPA, in June 2025, Metro implemented operational changes redirecting the C Line to serve to serve the new LAX Metro Transit Center (MTC), providing a connection to the Los Angeles International Airport. In addition, the recent operational K Line would operate service from the E Line, now continuing south to the Redondo Beach (Marine) Station. As such, the CLET Project would operate as a southern extension of the K Line with direct access to LAX, Inglewood, and Central Los Angeles and rail connections to the Metro C and E Lines. Furthermore, a separate study is underway to potentially extend the K Line further north in the future from its current terminus at Crenshaw/Expo to the Metro D and B Lines, thereby creating a north-south rail line from Torrance to Hollywood, connecting dozens of communities and activity centers in between. For consistency, the Final EIR refers to the Project as the C Line Extension to Torrance as described in the Draft EIR. If certified by the Metro Board, the Project name would be changed to the K Line Extension to Torrance.

Comparison of Options

While the Final EIR analyzes all alternatives and discloses environmental impacts of each, the following discussion compares the alternatives based on technical studies performed to date including the Final EIR, cost estimates, ridership studies, community preferences and concerns, and deliverability and long-term operational sustainability, including the recent Cost Benefit Analysis.

Locally Preferred Alternative

The LPA provides significant regional economic benefits and provides a higher benefit-to-cost ratio (BCR) than the Hawthorne Option based on its strong mobility benefits, lower construction cost, and earlier opening date. The LPA would generate approximately 11,500 daily trips and offers greater travel time savings per trip and a higher reduction in vehicle miles traveled (VMT) than the Hawthorne Option. The proposed stations at the Redondo Beach Transit Center and Torrance Transit Center offer seamless transfers between bus and rail, and provide other mobility options for vehicle parking, bicycle parking, and passenger drop-off areas for added convenience and reduced trip travel times.

While the LPA has drawn concerns from adjacent property owners and community members, including apprehensions about safety (personal safety, derailment, hazardous materials transport, active pipelines, etc.), loss of green space, and increased noise from the proposed new light rail service, Metro has committed to addressing and mitigating these concerns in several ways. Specifically, the LPA proposes multiple new safety features for corridor communities, including improvements to the existing freight infrastructure that would result in safer and quieter operations

than those observed today. The LPA would upgrade existing freight tracks and crossings and would install security barriers and an intrusion detection system to further protect pedestrians from the active freight corridor. Freight trains travel slowly in the corridor today (around 20 miles per hour), which has a low risk of derailment. The Project proposes no modifications to BNSF's current operations, nor changes to existing regulations or practices in the transport of hazardous materials. The LPA would mitigate operational noise and vibration to less than significant for both light rail and freight through grade separations, sound walls, and the quiet zone ready corridor improvements.

Along the corridor, the width of the Metro ROW varies, as does the distance between the light rail tracks and adjacent residential property lines. In Lawndale, for example, the distance from the nearest light rail track centerline to the adjoining property line ranges from approximately 27 feet where the Metro ROW is 100 feet wide (north of 170th Street) to approximately 13 feet where the ROW narrows to 75 feet (south of 170th Street). These conditions are comparable to other Metro light rail projects constructed within historic railroad corridors traversing residential neighborhoods, including the Metro A Line in South Pasadena and Azusa and the Metro E Line in West Los Angeles, where track centerlines are, in some locations, as close as seven feet from adjacent residential properties. Metro safely constructed and operates light rail service in these neighborhoods, many of which have sound walls similar to those proposed as part of the Project to minimize noise.

As noted by Lawndale and Redondo Beach residents, green space is limited in the Project area. To address this concern, the LPA would construct two new neighborhood walking paths (one in Lawndale and one in Redondo Beach) to provide safe, dedicated pedestrian routes in areas that currently lack sidewalks. Metro would work to protect existing trees, where possible, and plant replacement trees at a ratio of 2:1 to enhance shade and greenery in the neighborhoods. The LPA is designed to use Metro-owned land for construction and operations to minimize commercial acquisitions and avoid residential displacements. By using the Metro ROW and grade separating the light rail, the Project avoids changes to streets and parking. These improvements would enhance the safety of school children and other pedestrians, reduce conflicts between freight operations, and improve the quality of the public realm in adjacent communities. Lastly, the LPA does not require additional environmental approvals under NEPA and does not require an encroachment permit from Caltrans, which reduces overall risk to schedule and costs, unlike the Hawthorne Option.

Hawthorne Option
The Hawthorne Option is estimated to achieve higher ridership than the LPA (approximately 1.7 million vs 1.49 million annual riders, respectively), but would not connect to the Redondo Beach Transit Center, thereby missing an opportunity to leverage an existing facility that would promote transferability between rail and bus. Instead, this alignment includes a station in the middle of Hawthorne Blvd, near the South Bay Galleria. While the adjacent mall and planned development is expected to be a trip generator, the station location would require greater walking distances and fewer amenities for transfers, resulting in a lower travel savings per trip for the Hawthorne Option (19.7 minutes) compared to the LPA (22 minutes). It also requires all riders to cross a major arterial that carries approximately 70,000 vehicles a day to access the rail station.

The Hawthorne Option construction cost estimate ($3.44B) is $737 million more than that of the LPA ($2.7B) and is expected to have a longer timeline due to additional environmental approvals, permitting requirements, extensive utility relocations, and property acquisitions. The Hawthorne

Option would require permits and environmental review by both Caltrans and the FHWA due to its encroachment into Interstate 405 (I-405) where the alignment crosses freeway ramps and locates columns and support structures adjacent to the I-405 sound walls within Caltrans right of way. The Hawthorne Option also requires Caltrans review and approval for the segment that runs in the center of Hawthorne Blvd (State Road 107), which is under Caltrans jurisdiction with the exception of the segment in Lawndale, which was relinquished.

Due to its encroachment into the interstate highway system, additional environmental clearance through NEPA would add a minimum of two years to the timeline, and likely longer (up to four years), which would further increase costs and delay service. For example, a two-year delay would increase costs by $16.9 million per month for the Hawthorne Option, based on current inflation estimates for construction. In a 2023 comment letter to Metro on the Draft EIR, Caltrans emphasized the "extensive collaboration with Caltrans staff for various permits and design approvals" needed for the Hawthorne Option. Long-term, the Hawthorne Option would require a joint-use agreement with Caltrans and FHWA for maintenance activities within the I-405 segment.

The approximately 3-mile segment is elevated in order to cross over several major streets and highway on- and off-ramps and ensure safety for pedestrians, cyclists, vehicles, and trains. Metro performed an assessment of traffic safety and operations at intersections along the alignments per the Metro Grade Crossing Safety Policy for Light Rail Transit and determined that this segment of the Hawthorne Option needed to be grade separated. Construction of the Hawthorne Option would require temporary closures to the I-405 on- and off-ramps, as well as travel lanes along Hawthorne Blvd, which would reduce roadway capacity during the estimated five to seven years of construction. The Hawthorne Option would also require relocation of major utilities, including an underground storm drain located in the roadway median, and raising overhead high-voltage transmission lines to provide sufficient clearance from the overhead catenary system for the elevated light rail. The cost and construction complexity of these utility relocations would be difficult to mitigate fully, given that construction must occur within public streets requiring lane closures. Metro would work with local jurisdictions on traffic management plans during construction to minimize effects on the roadway and adjacent homes and businesses, where feasible.

In terms of permanent impacts, several commercial parcels would be affected permanently, including auto dealerships, gas stations, retail stores, and self-storage businesses, due to anticipated commercial property acquisitions, as well as anticipated traffic and parking constraints along Hawthorne Boulevard. By contrast, the LPA achieves significant mobility benefits while avoiding these heightened adverse effects that are difficult to address due to street width and utility constraints along Hawthorne Boulevard with little space for additional sidewalk width improvements. The Hawthorne Option would forego community improvements in the Metro ROW, such as quiet-zone-ready corridor improvements to eliminate existing freight horn noise, safety improvements from upgraded freight crossing infrastructure and trackwork, and new neighborhood paths where sidewalks are lacking today.

Metro Cost Benefit Analysis

In July 2025, the Board adopted a CBA methodology framework for evaluating project alternatives, including assessing the regional economic impacts of investment and identifying benefits relative to the costs of investment. The CBA includes two components: Weighted Benefits Analysis and Benefit-

Cost Ratio, discussed in Attachment H.

DETERMINATION OF SAFETY IMPACT

Certification of the Final EIR and project approval will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The Board's certification of the Final EIR would represent Metro's commitment to the eventual buildout of this Project. Metro has secured more than 50% of the estimated funding needed for the current 2025 cost estimate and would need to secure future state funding and allocate additional local funds to the Project. While the construction schedule and delivery methods would be determined based on funding and additional technical design and investigations, project approval under CEQA would allow staff to continue advancing the design, conduct site investigations, seek discretionary grants on a more competitive basis, and continue third party coordination and communications with stakeholders and communities.

Impact to Budget

Funding for this action comes from Measure R 35% Transit Capital. The Fiscal Year 2026 budget includes approximately $11 million in Cost Center 4350 (Mobility Corridors), Project 460304 "Green Line Extension Redondo Beach/South Bay" for professional services and support and $35.2 million in Cost Center 8510 (Program Management), Project 860304 "K Line Extension Torrance." Since this is a multi-year contract, the cost center Managers and Chiefs will be responsible for budgeting in future years.

EQUITY PLATFORM

The Project will connect the South Bay with the rest of the Metro Rail network, increasing access to employment, education, housing, and regional centers, serving many Equity Focus Communities (EFCs) along the C and K Lines, including those in communities such as Hawthorne, Gardena, West Carson, and Inglewood where close to 50% of the population is low-income. The 2022 Metro Customer Satisfaction Survey shows that 73% of existing C Line and over 75% of K Line riders come from very low-income households and over 74% do not have access to an automobile for trips. Four out of five C Line riders identify as black, indigenous, and/or people of color. Given the South Bay is home to many jobs and schools, expanding access to historically underserved communities helps expand economic mobility.

Based on Metro's 2022 Equity Focus Community data, only a small portion of Lawndale is considered an EFC. To better understand the communities within walking distance to proposed stations, Metro analyzed household income, car ownership, and demographics and found that 20% to 39.9% are low-income, 6% to 9% do not have access to vehicles, and 50% to 79% of the population is non-white for census tracts within a half-mile of the Redondo Beach Transit Center Station. The Torrance Transit Center would serve census tracts where 10% to 19% of households are low-income, 20% to 49% are non-white, and 6% to 9% do not have access to a vehicle. Both proposed rail stations for the LPA would directly connect to local bus transit centers in Redondo

Beach and Torrance, providing easy bus-to-rail transfers and providing a convenient and reliable transit option for communities with higher mobility needs. Travel time savings, and proximity to jobs, schools, homes and activity centers were studied as part of the CBA, along with equity-related factors such as proximity of proposed stations to communities with higher socioeconomic and health burdens.

During the environmental review process, Metro circulated materials and notices in English and Spanish, the predominant languages in the area, and held pop-up events at community events to increase awareness of the Project and engage groups who do not typically participate in community meetings. As part of the release of the Final EIR, Metro partnered with seven CBOs to raise awareness and share information with community members prior to the Metro Board taking an action on the Project.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT.

This Project supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board -adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Metro conducted a preliminary analysis to show that the net effect of this Project is to decrease VMT. The Draft EIR identifies that the Project would help reduce auto use by approximately 43,094 VMT per day. This would help the region meet climate change goals by reducing greenhouse gas emissions and regional energy use.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The Board could defer or not approve the Project, not certify the Final EIR, and/or not adopt the Findings and Statement of Overriding Considerations or the MMRP. These actions are not recommended. Deferring action and delaying the Project would increase overall project costs and extend the project schedule. Each year of delay is estimated to increase overall costs by over $152 million based on escalation. Deferral also would jeopardize the TIRCP grant of $232 million, which requires Metro to demonstrate a good faith effort to advance the Project to maintain funding.

Failure to approve the Project would be inconsistent with the approved Metro 2020 Long Range Transportation Plan, SCAG's 2020-2045 RTP/SCS, and the 2024-2050 RTP/SCS, to meet regional and local commitments for mobility, equity, air quality, and climate. Metro would fail to meet our commitment to residents of LA County who voted to support the Project and direct sales tax dollars to mobility improvements through voter-approved Measure R and M. Metro would lose the $232 million TIRCP grant. The South Bay would be further isolated from the greater region without a strong mobility connection to the growing rail system and would forgo over $16.3 billion of regional economic benefits generated by the Project.

NEXT STEPS

Upon Board approval, Metro will file a notice of determination (NOD) for the Project with the Los Angeles County Clerk's Office and the California State Clearinghouse within five working days of the Metro Board's action.

Staff will develop a communications plan for the next steps to guide public meetings, stakeholder coordination, field work, and real estate negotiations. Staff will continue to engage the communities and key stakeholders as the Project develops and return to the Metro Board to consider a contract modification for preliminary engineering and a contract to support staff with engineering and pre-construction activities. Near-term efforts will include coordination with local cities and agencies to assist with First/Last Mile (FLM) Planning, development of cooperative agreements with cities, agencies, and other third parties, advancing design, conducting ground investigations, performing value engineering, updating cost estimates, beginning real estate coordination with affected owners, preparing the construction delivery method, and pursuing additional funding. For future stages of work, the Project would be referred to as the K Line Southern Extension to Torrance.

ATTACHMENTS

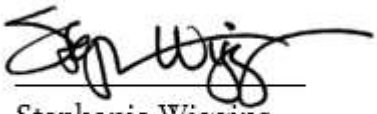
Attachment A - Board Motion 30.1, May 23, 2024
Attachment B - Final EIR Executive Summary
Attachment C -1 - Findings of Fact and Statement of Overriding Considerations - ROW
Attachment C - 2 - Findings of Fact and Statement of Overriding Considerations -Hawthrone Option
Attachment D - MMRP
Attachment E - Hawthorne Option Key Issues & Responses
Attachment F - Summary of Recent Engagement Since LPA
Attachment G - Summary of Preliminary Delivery Approach
Attachment H - Cost Benefit Analysis

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Metro

Board Report

File #: 2024-0394, **File Type:** Motion / Motion Response **Agenda Number:** 30.1.

REGULAR BOARD MEETING
MAY 23, 2024

Motion by:

DIRECTOR BUTTS

Related to Item 30: Proposed Project and Locally Preferred Alternative for the C Line Extension to Torrance

Staff has recommended to use the Right-of-Way grade separated “Hybrid” alternative (Hybrid Alternative) as the Locally Preferred Alternative (LPA). This means that Metro will fully evaluate the Hybrid Alternative pursuant to the California Environmental Quality Act (CEQA), while continuing to study alternatives.

Stakeholder cities, including Redondo Beach and Lawndale, have expressed many questions and concerns and requested that Metro keep studying the Hawthorne Boulevard Alternative. We understand that each alignment will deliver benefits and impacts to certain communities. To address concerns raised during community and stakeholder engagement completed thus far, the Hybrid Alternative will keep the right-of-way, but now is proposed to include grade separations at 170th and 182nd street and create a “quiet zone” to diminish freight and light rail nose and include special landscaping to create a park-like environment and improve safety. Nevertheless, stakeholder cities contend that the aerial Hawthorne Boulevard Alternative will better address many concerns raised by Lawndale and Redondo Beach residents who live adjacent to the right-of-way, and also provides synergistic opportunities for economic and housing growth in the South Bay Social District. At the 15% level of design, the preliminary estimated costs for the alignments have identified significant funding gaps of approximately $825 million dollars and the Hawthorne Blvd Alternative has a funding gap closer to $1.48 billion.

For either alternative to proceed, a variety of potential funding sources, including local, state, and federal sources may be required as the project design progresses. Metro will need to pursue a variety of sources of funds, including new federal grants that may become available and the project should be prepared to undergo further environmental analysis pursuant to the National Environmental Policy Act (NEPA) at some point in time, which could be prepared at a later date once the CEQA process is completed. NEPA would likely require greater detailed analysis of various alternatives.

In an effort to keep the planning process moving forward and support Metro’s staff recommendation to select the Hybrid Alternative as the LPA, preserve opportunities to pursue a variety of funding

opportunities, and address community concerns, Metro must fully respond to comments.

SUBJECT: PROPOSED PROJECT AND LOCALLY PREFERRED ALTERNATIVE FOR THE C LINE EXTENSION TO TORRANCE MOTION

RECOMMENDATION

APPROVE Motion by Butts that the Board of Directors:

A. Approve the staff recommendation on LPA and continue the EIR process in compliance with CEQA;

B. Complete studies to respond fully to public comments received on the ROW and Hawthorne Blvd Alignments in the Final EIR; and

C. Continue to develop refined cost estimates for the LPA on the ROW alignment and develop a refined funding plan that includes the identification of all federal, state, and local funding sources to implement the project.

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ES EXECUTIVE SUMMARY

ES.1 INTRODUCTION

The Executive Summary provides an overview of this Final Environmental Impact Report (EIR) for the C Line (Green) Extension to Torrance, which has been prepared in compliance with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code. Regs., § 15000 et seq.). This Final EIR responds to comments received on the Draft EIR during the public comment period and incorporates revisions and clarifications where appropriate.

The project would extend the C Line (Green) from the existing Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center (Torrance TC) for approximately 4.5 miles and provide two new rail stations. The project is officially referred to as the C Line Extension to Torrance Project, though due to recent service changes, the project would now function as an extension of the K Line. Specifically, on June 6, 2025 (subsequent to the completion of the Draft EIR), Metro implemented service changes that redirected the C Line to terminate at the LAX/Metro Transit Center, with the K Line assuming operations along the C Line's former west segment, continuing south from the Aviation/Century Station to the Redondo Beach (Marine) Station. As a result, the segment proposed for extension would be part of the K Line's operational alignment, although the project's official name remains unchanged. Importantly, this change does not alter the adequacy of how the proposed alignment options and alternatives were studied in the Draft EIR, as the project was and still is proposed to include extension of light rail transit service from the existing Redondo Beach (Marine) Metro K Line (formerly C Line) Station to the Torrance TC.

After completion of the Final EIR, the Metro Board may certify the Final EIR, adopt a Mitigation Monitoring and Reporting Program (MMRP) for the project, issue findings of fact on the project's environmental impacts, adopt a statement of overriding considerations, and approve the project.

ES.1-1 Background

The project has evolved over the years based on several planning studies and the scoping process, which are discussed in greater detail in the Alternatives Considered and Eliminated Report (Metro, 2023). Metro completed an Alternatives Analysis (AA) Study in 2009, which studied transit alternatives along the Metro-owned Harbor Subdivision freight railroad right-of-way (Metro ROW) between downtown Los Angeles (LA), Los Angeles International Airport (LAX), and the Ports of Los Angeles and Long Beach. In 2010, Metro initiated a Draft EIS/EIR, but it was put on pause in 2012 due to funding concerns. Following the passage of Measure M in 2016, which provides additional funding for the project, in 2017, Metro reinitiated the project studies with the Supplemental Alternatives Analysis (SAA) that focused on further refining the previously identified alternatives based on feedback from stakeholders. On September 27, 2018, the Metro Board of Directors (Metro Board) voted to approve two alternatives to be carried forward into environmental analysis: the Metro ROW and the Hawthorne Boulevard alignment (both primarily at-grade alignments).

ES.1-2 Environmental Review Process

On January 29, 2021, Metro published a Notice of Preparation (NOP) to solicit public and agency comments on the scope, content, and information that should be considered as part of the Draft EIR for the proposed light rail that would extend approximately 4.5 miles from the end of the existing Metro C Line in Redondo Beach southeast to Torrance. Metro held an agency-specific scoping meeting and two public scoping meetings on February 24 and 27 during a 60-day comment period, which ended on March

29, 2021. All scoping meetings were held virtually due to Los Angeles (LA) County Safer at Home orders during the COVID-19 pandemic.

Following the public scoping review period and NOP release, Metro began developing the Draft EIR. A variety of potential alternatives that satisfy the project's purpose and need were assessed and refined during the screening and project refinement stages of the Draft EIR process. The Draft EIR identified and evaluated the Elevated/At-Grade Alignment as the Proposed Project, as well as two options: the Trench Option and Hawthorne Option. In accordance with CEQA guidelines Section 15126.6(a), the Draft EIR also included three Project Alternatives: No Project Alternative, High Frequency Bus Alternative, and 170th/182nd Grade-Separated Light Rail Transit Alternative (also referred to as the Hybrid Alternative).

Upon release of the Notice of Availability (NOA) on January 26, 2023, a 61-day comment period was initiated for public review and comment on the Draft EIR. During the public comment period, Metro conducted five public hearings, held during the weekday, weekend, and virtually. The public was able to provide comments regarding the content and conclusions of the Draft EIR. Approximately 400 stakeholders attended the public hearings. Additionally, information about the project was distributed through the following methods: 32,000 flyers delivered door-to-door; 47,231 postcards mailed; legal advertisements and display notices published in four newspapers; ads displayed on South Bay Metro bus lines; nine email blasts distributed; a blog post published in Metro's *The Source;* four surveys conducted in transit bus-stop intercept locations; and 250 businesses engaged in door-to-door outreach. Metro received approximately 2,200 comment submissions in the form of emails, voicemails, oral comments at public hearings, comment cards, letters, surveys, and petitions during the comment period (see Appendix C, Public Comments on the Draft EIR).

Following the completion of the Draft EIR public comment period, Metro and Director Holly J. Mitchell's office (LA County Supervisor of the second district) hosted additional community engagement. This included a community walk in the City of Lawndale along the proposed light rail alignments on December 16, 2023, and a community meeting on January 18, 2024 at Springhaven Apartments in Willowbrook near the Rosa Parks/Willowbrook Station, served by the Metro C and A Lines. Community members shared input on the project at these events, which was summarized and shared with the Metro Board prior to the selection of a Locally Preferred Alternative (LPA). See Appendix A for a summary of public engagement.

ES.1-3 Selection of LPA

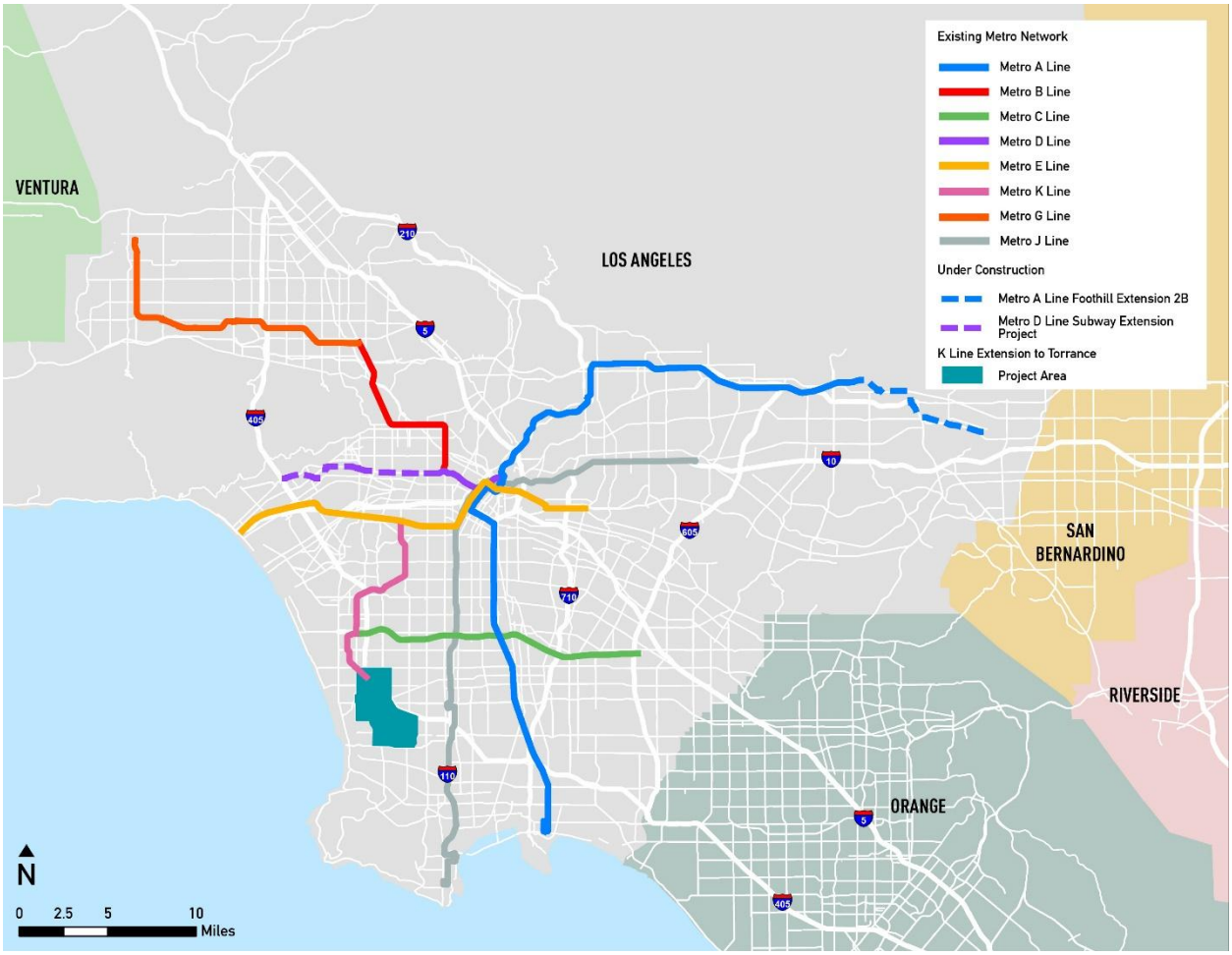
Based on the Draft EIR and supporting technical studies, comments on the Draft EIR, stakeholder input and additional community engagement in partnership with Director Mitchell, Metro staff recommended the 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative) as the LPA since it best provides local and regional benefits, meets project needs and objectives, and addresses community concerns. Metro presented the staff recommendation to the Metro Planning & Programming Committee in April 2024 and the full Metro Board in May 2024. Both meetings allowed for public comment. At the May 23, 2024 Board meeting, the Metro Board selected the Hybrid Alternative as the LPA to be evaluated in the Final EIR.

ES.2 PROJECT DESCRIPTION

Figure ES-1 shows the project location within LA County. The project historically has been envisioned as an extension of the existing Metro C Line (Green) and therefore the Draft EIR published in January 2023,

and this document refers to it as the C Line Extension. However, due to recent service changes, the project would now function as an extension of the K Line. Specifically, on June 6, 2025 (subsequent to the completion of the Draft EIR), Metro implemented service changes that redirected the C Line to terminate at the LAX/Metro Transit Center, with the K Line assuming operations along the C Line's former west segment from the Aviation/Century Station traveling south to the Redondo Beach (Marine) Station. As a result, the segment proposed for extension would be part of the K Line's operational alignment, although the project's official name remains unchanged. This change in system operations does not change the anticipated number of trains, their operations throughout the course of a typical day, maintenance schedules or facility needs, or infrastructure needs.

Figure ES-1. Project Location and Regional Vicinity



Source: Metro, STV, 2025

ES.2-1 Project Objectives

The underlying purpose of the project is to provide high-capacity transit service in the South Bay. Metro has identified the following project objectives:

> Improve mobility within the South Bay and encourage mode shift by:

- Introducing high-frequency transit service options from the current C Line terminus south to Torrance.

- Creating direct connections between the regional transit network and local transit hubs for convenient transfers.
- Providing an alternative mode of transportation for commuters traveling along congested arterials and Interstate 405 (I-405).
- Providing First-Last Mile facilities to connect neighborhoods to station areas.

> Reduce air pollution and greenhouse gas emissions by making transit a more viable transportation choice.

> Avoid and minimize environmental impacts on environmental resources to the maximum extent feasible.

> Provide a cost-effective project.

> Provide more equitable access to regional destinations by improving connections to the Metro regional rail system.

ES.2-1.1 Project Alignments, Options & Alternatives Studied in the Draft EIR

The project was analyzed in the Draft EIR with the following design options:

> Elevated/At-Grade Alignment (referred to as the Proposed Project in the Draft EIR) – Follows the Metro ROW for the length of the project from the existing Redondo Beach (Marine) Station to the Torrance TC, with an elevated segment, followed by an at-grade segment. An elevated station is located along the Metro ROW adjacent to the Redondo Beach Transit Center (Redondo Beach TC).

> Trench Option – Follows the Metro ROW for the length of the project, with a below-grade trench segment between Inglewood Avenue and 170th Street, followed by at-grade segments with a short trench to cross under 182nd Street. A one-level station is located along the Metro ROW adjacent to the Redondo Beach TC.

> Hawthorne Option – Leaves the Metro ROW to run in an elevated guideway along I-405 and turns onto Hawthorne Boulevard near 162nd Street to travel in the center median of Hawthorne Boulevard before rejoining the Metro ROW south of 190th Street. An elevated station would be located in the median of Hawthorne Boulevard, adjacent to the South Bay Galleria.

South of 190th Street, there were no design options, and all alignments followed the Metro/BNSF ROW in the same configuration, primarily at-grade with a terminus station at the Torrance TC.

The Draft EIR evaluated three alternatives to the Project under CEQA in accordance with CEQA guidelines Section 15126.6(a) to avoid or minimize impacts:

> No Project Alternative

> High-Frequency Bus Alternative

> 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative and LPA).

ES.2-2 Locally Preferred Alternative

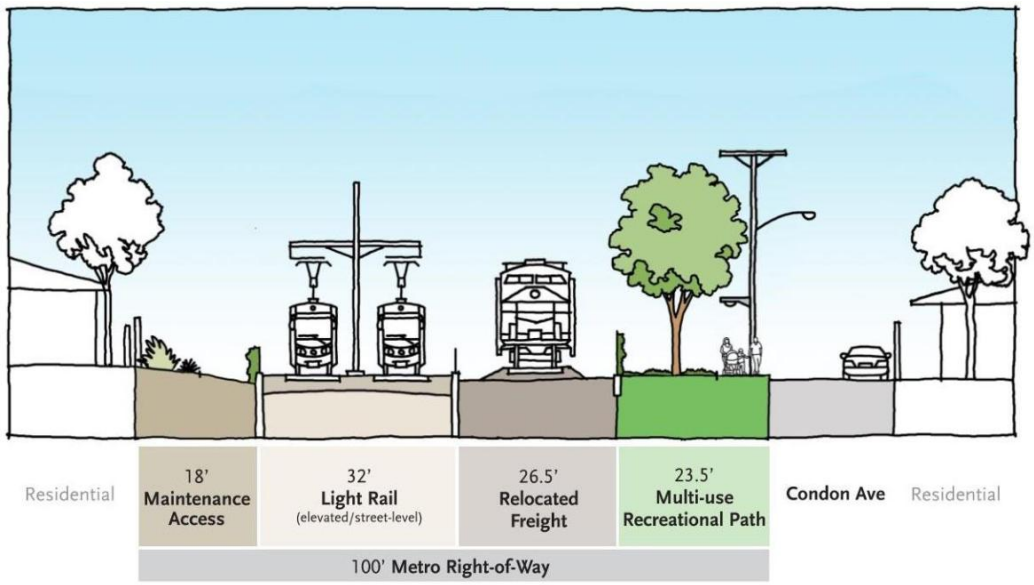
The LPA would extend the Metro light rail approximately 4.5 miles to the south along the existing Metro ROW for the length of the alignment. Two new light rail transit stations are proposed: the Redondo Beach TC Station and the Torrance TC Station. Figure ES-7 shows an overview of the LPA. BNSF operates freight service along the Metro ROW in the project area. As part of the LPA, Metro proposes

constructing two new light rail tracks and relocating the existing freight tracks in certain areas within the Metro ROW. The LPA also includes multi-use recreational paths within the Metro ROW, where there is sufficient room, in the cities of Lawndale and Redondo Beach as discussed further below. South of 190th Street, BNSF and Metro share ownership of the freight corridor and BNSF has several spur tracks to serve adjacent businesses. Metro owns approximately 15 feet in width and would acquire or lease additional ROW from BNSF to accommodate two new light rail tracks between 190th Street and the Torrance TC Station, while ensuring BNSF can maintain freight operations and deliveries via spur lines.

ES.2-3 Locally Preferred Alternative Alignment and Stations

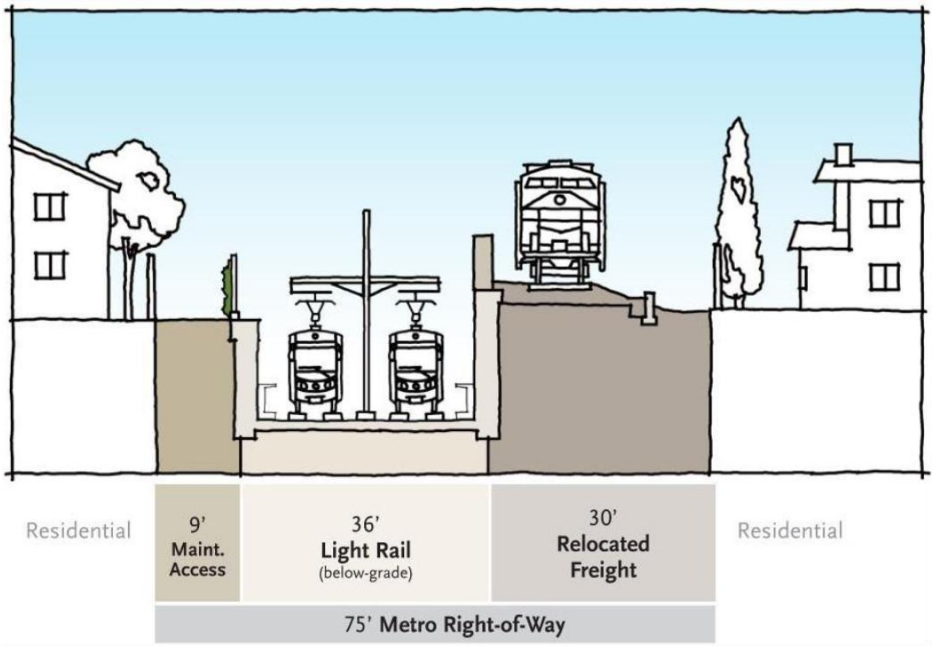
The LPA would begin at the existing elevated Redondo Beach (Marine) Station and continue south within the Metro ROW. The elevated alignment would continue about 400 feet south of the station before briefly descending to at-grade to avoid conflicts with overhead power lines before ascending to cross over Inglewood Avenue and Manhattan Beach Boulevard. South of Manhattan Beach Boulevard, the light rail would shift from the west side of the Metro ROW to the east side and cross 159th to 162nd Streets on an elevated structure before descending to street level near 165th Street, shown in Figure ES-2. Near 168th Street, the light rail would transition into an open-air trench to cross under 170th Street (Figure ES-3), then ascend to travel at-grade near 172nd Street and continue south into Redondo Beach. Between 170th Street and Artesia Boulevard, the Metro ROW narrows from 100 feet to 75 feet.

Figure ES-2. Locally Preferred Alternative – Looking South between 165th Street and 168th Street



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds with Cross-Section H in Appendix B.

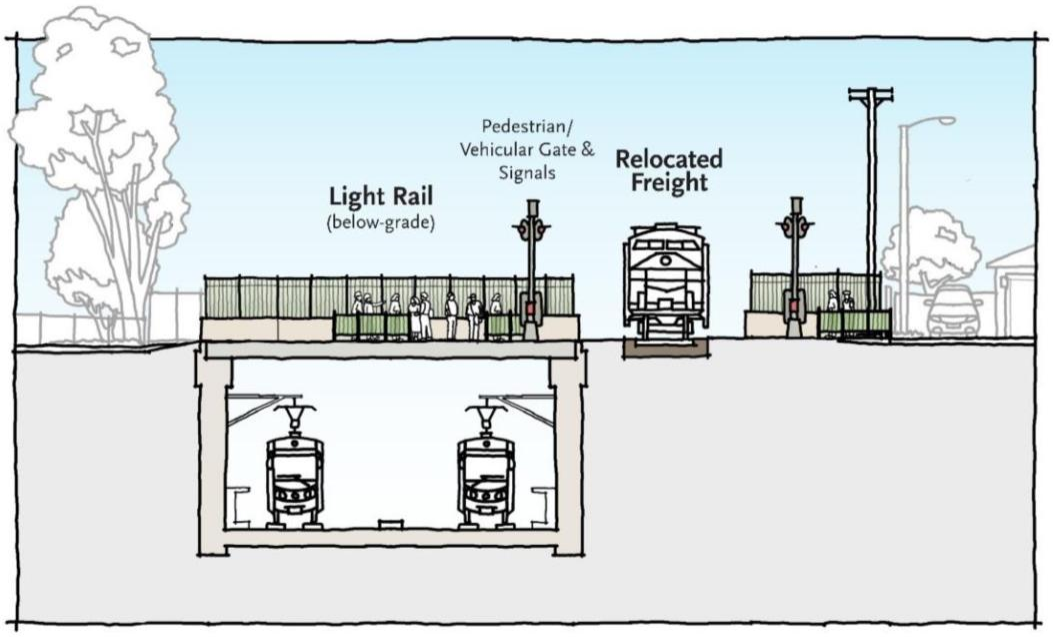
Figure ES-3. Locally Preferred Alternative – Looking South of 170th Street



Source: Cityworks Design, 2025
Dimensions are preliminary and subject to refinement in future phases of design.
Corresponds with Cross-Section H.2 in Appendix B.

The alignment would cross over Artesia Blvd and Grant Avenue on new light rail bridges parallel to the existing freight bridges. In this segment, the Metro ROW is 100 feet wide; the freight tracks would remain in place, and the light rail would travel parallel to freight. South of Grant Avenue, the alignment would approach the Redondo Beach TC Station, then descend into a short trench to cross under 182nd Street, as shown in Figure ES-4.

Figure ES-4. Locally Preferred Alternative – Looking South at 182nd Street



Source: Cityworks Design, 2025
Corresponds with Cross-Section M in Appendix B.

South of 182nd Street, the light rail would ascend to at-grade to cross over Hawthorne Boulevard and 190th Street on new bridges parallel to existing freight bridges. South of 190th Street, the alignment would cross under Prairie Avenue, then rise to an elevated structure to allow freight movement below, before descending again to travel at-grade and cross under Del Amo Boulevard. The alignment would continue at-grade before terminating at a new station adjacent to the Torrance TC.

The LPA's light rail tracks would be grade-separated from all roadways that currently cross the Metro ROW. The freight tracks would remain at-grade throughout the length of the corridor where they currently travel at-grade, and would shift in some locations within the Metro ROW to accommodate the light rail tracks. All eight existing at-grade freight crossings from Inglewood Avenue to 182nd Street would be upgraded with safety infrastructure to be quiet-zone ready, which would allow local jurisdictions to implement a quiet zone policy for the corridor in the future. This would eliminate the need for freight trains to use their horn as they approach street crossings and reduce noise along the corridor.

The LPA would provide multi-use recreational paths for walking, cycling, etc. to enhance mobility and access within the neighborhoods and to stations, where feasible. In Lawndale, a multi-use path is proposed between 159th Street and Manhattan Beach Boulevard east of the Metro ROW and Manhattan Beach Boulevard and 170th Street west of the Metro ROW. In Redondo Beach, a multi-use path is proposed between Grant Avenue and 182nd Street west of the Metro ROW.

The following stations would be constructed under the LPA:

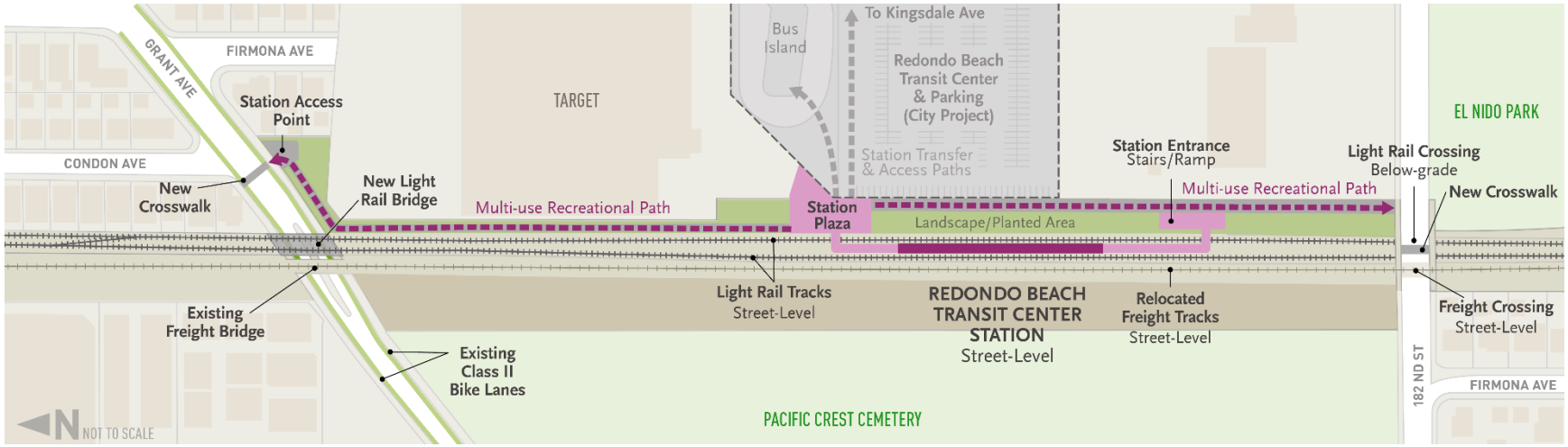
> Redondo Beach TC Station: The one-level Redondo Beach TC Station, shown in Figure ES-5, would be located south of Grant Avenue, west of the City of Redondo Beach's transit center with the platform

located approximately 10 feet below the existing ground level. Light rail riders would connect to a station plaza via pedestrian pathways, ramps, and stairs to access the adjacent city's transit center. Access to the station would be enhanced with a multi-use path connecting the station between Grant Avenue and 182nd Street.

> Torrance TC Station: The at-grade Torrance TC Station, shown in Figure ES-6, would be located northwest of Crenshaw Boulevard and west of the City of Torrance's bus transit center. The light rail station would be accessible by pedestrian pathways and crosswalks from the Torrance TC bus plaza and parking areas. This would be the southern terminus station.

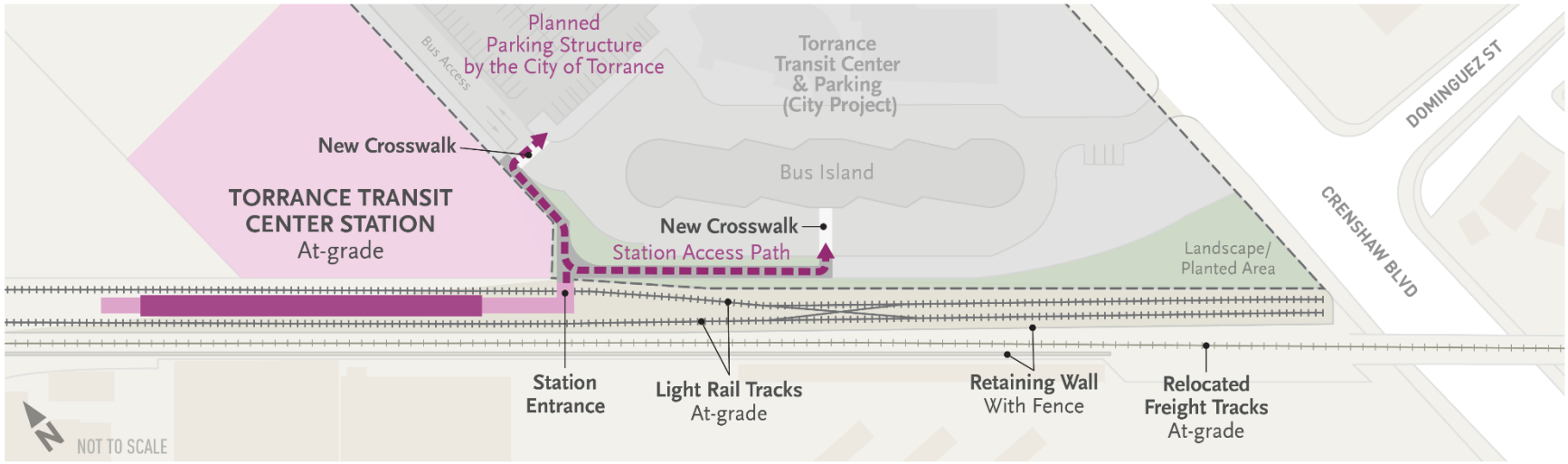
Detailed drawings of the LPA are provided in Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of this Final EIR. An overview of the LPA is shown in Figure ES-7.

Figure ES-5. Locally Preferred Alternative – Redondo Beach TC Station Layout



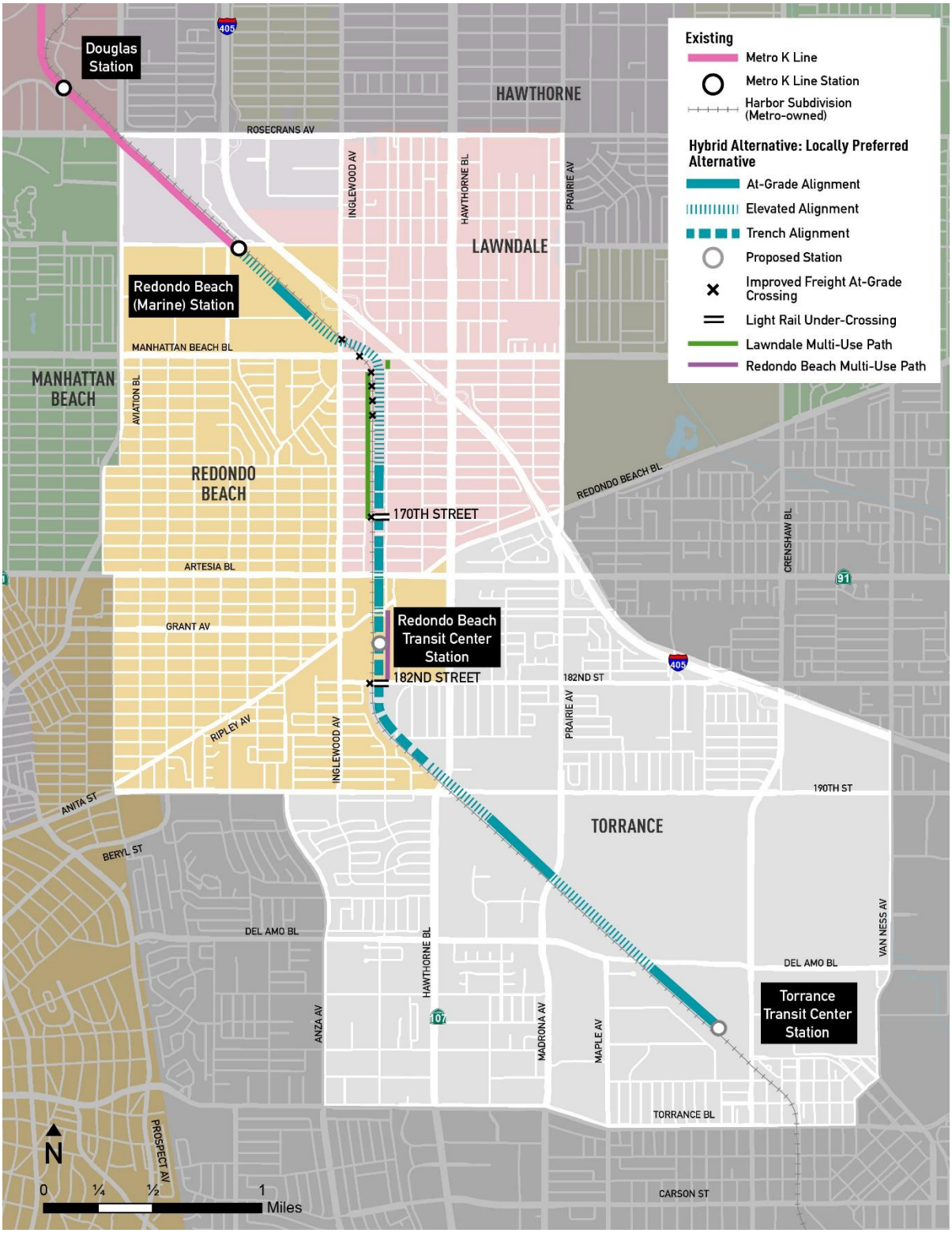
Source: Cityworks Design, 2025
Not to scale

Figure ES-6. Locally Preferred Alternative – Torrance TC Station Layout



Source: Cityworks Design, 2025
Not to scale

Figure ES-7. Locally Preferred Alternative – Overview



Source: STV, 2025

ES.2-4 System Components and Ancillary Facilities

The light rail system components would adhere to the Metro Rail Design Criteria and would use a similar design as used on existing Metro light rail lines. The LPA would require an overhead contact system (OCS), traction power substations (TPSS), and communications and signaling buildings. The OCS poles would be located every 90 to 170 feet apart, and in some locations, the poles would be located on both sides of the track. The TPSSs would be spaced approximately one mile apart along the alignment and require 4,800 square feet of land. Six TPSSs would be needed for the LPA. Communications and signaling buildings would contain train control and communications equipment, which would require approximately 500 square feet and 100 square feet, respectively.

An additional five light rail vehicles would need to be added to Metro's fleet to operate the LPA. The light rail vehicles would be serviced, maintained, and stored at the existing Division 16 Southwestern Yard in the City of Los Angeles or the El Segundo Yard Division 22 in the City of Hawthorne.

ES.2-5 Construction, Operations, and Permit Requirements for the LPA

ES.2-5.1 Construction

The major construction activities include clearing and demolition of existing structures; utility relocations; embankment work; freight track at-grade street crossings; bridges and elevated structures; trenches; retaining walls; stations; railroad and light rail track; and systems construction.

Construction of the LPA is anticipated to last approximately six years, which is longer than the estimated timeframe in the Draft EIR for Elevated/At-Grade Alignment in order to construct two trenches at 170th Street and 182nd Street and shorter than the Trench Option, which has more extensive trenches. Construction activities would primarily occur during daytime hours on weekdays, although some night construction may be required at times to avoid congested freeways and surface streets or due to the nature of certain construction processes, such as the construction of freight tracks to avoid disruption to BNSF operations or the construction of bridges over major arterials. The construction equipment that would be used for the LPA is typical of that found engaged in contemporary highway, building, bridge, and utility work, plus some specialized railroad track and OCS construction equipment. All equipment would conform to current applicable safety and environmental regulations. Off-site construction staging locations would be for temporary use during construction for the laydown of tools, materials, equipment, and vehicles.

ES.2-5.2 Construction Staging and Acquisitions

Construction would be primarily staged within the Metro ROW. Metro has designed the project to avoid displacement of residents. North of 190th Street, the LPA would have limited permanent property acquisitions for non-residential properties to locate the TPSSs. South of 190th Street, the LPA would require partial permanent property acquisitions for non-residential properties along the Metro ROW to build the light rail tracks and accommodate multiple relocated or new freight tracks, storage tracks, spurs, and access roads. For any properties that may have existing contamination, Metro would conduct a Phase II site investigation and implement remediation as needed. Additional details are provided in Section 3.9, Hazards and Hazardous Materials, of the Draft EIR and in Chapter 4, Corrections and Additions, of this Final EIR. The LPA would also include potential off-site locations for temporary use during construction for the laydown of tools, materials, equipment, and vehicles, as well as temporary construction easements. Temporary easements, as well as permanent real estate needs, are identified

in Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, of this Final EIR.

ES.2-5.3 Operations

The operating hours and schedules would be comparable to the other operating patterns of Metro's current rail lines. The proposed hours of operation are 4:00 a.m. to 1:00 a.m. On weekdays, trains would operate during early morning hours from 4:00 a.m. to 6:00 a.m. and late-night hours from 7:00 p.m. to 1:00 a.m. every 15 minutes. On weekdays, trains would operate every five minutes during peak travel hours, which are typically during the commuting periods. Weekend system headways would be reduced compared to weekdays due to reduced commuter demand.

ES.2-5.4 Project Features

As a part of the LPA, several project features would be implemented during construction or included in the project design plans to ensure compliance with applicable laws, guidelines, and agency guidelines. These project features include design elements, best management practices, and other measures that are either required by law, permit conditions, or approvals from federal, state, regional or local agencies or that reflect industry best practices in transit construction and operations. Unlike CEQA mitigation measures, which are adopted to reduce or avoid significant environmental impacts identified in the EIR, project features are incorporated into the project as standard components of its design and implementation. The project features are described further in each respective section within Chapter 3, as well as in Appendix 2-C, Project Features in the Draft EIR, and Chapter 4, Corrections and Additions, of this Final EIR.

ES.2-5.5 Required Permits and Approvals

Construction and implementation of the LPA would require permits and approvals from responsible agencies such as the City of Lawndale, City of Redondo Beach, and the City of Torrance, and other departments and owners with jurisdiction over protected resources. Metro will comply with all applicable federal, state, and local environmental regulations and will responsibly mitigate significant environmental impacts resulting from the LPA in accordance with Metro policies and applicable laws. The anticipated permits and approvals are listed in Table ES-1.

Table ES-1. Permits and Approvals

Agency/Jurisdiction		Permit/Approval Required
State	California Department of Transportation	Approvals for modifications to Caltrans lease agreement (Artesia Boulevard and Hawthorne Boulevard bridges)
	State Department of Toxic Substances Control	Hazardous materials cleanup
	State Water Resources Control Board	Construction General Permit and SWPPP
		NPDES Dewatering Permit
		LA County MS4 NPDES Package
	California Public Utilities Commission	Grade separations, crossings, state safety oversight
	California Department of Fish and Wildlife	Consultation on protected species
Regional	Metro Board	Certification of the Final EIR, adoption of CEQA Findings, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, and approval of the project
	Regional Water Quality Control Board	Construction General Permit and SWPPP
	Southern California Edison	Permits for utility relocation
	LA County Department of Public Works	Permits for utility relocation
	LA County Fire Department	Discretionary actions
	BNSF Railroad	Approval of track relocations
Local	City of Lawndale City of Redondo Beach City of Torrance	Permits (traffic, street use, lighting, landscape, building demolition)[1]
	Redondo Beach Fire Department Torrance Fire Department	Discretionary actions

Caltrans = California Department of Transportation

[1]Necessary permits from the cities of Lawndale, Redondo Beach, and Torrance include only those related to work within the cities' rights-of-way. Metro would not require local permits for activities within the Metro ROW.

ES.3 DESIGN REFINEMENTS

Following the action of the Metro Board and receipt and review of public comments on the Draft EIR, the conceptual engineering of the project has continued to progress. The following design refinements were made after circulation of the Draft EIR and include minor adjustments to the alignments, support structure design, construction staging areas, and optional locations for light rail support facilities. These refinements were made to enhance compliance with design or environmental requirements and to respond to comments received on the Draft EIR.

The design refinements are discussed further in Chapter 3, Design Refinements, which includes an evaluation of the refinements and determines that the refinements would *not* result in any new significant environmental impact or change the intensity of the impacts disclosed in the Draft EIR.

The design refinements apply to all rail alignments studied in the Draft EIR, unless otherwise noted, as shown in Table ES-2.

Table ES-2. Design Refinements since the Draft EIR Publication

ID	Location	City/ Jurisdiction	Reason for Refinement	Description of Refinement	Reference
1	Private Property: South of the Redondo Beach (Marine) Station, north of Santa Fe Avenue, west of Metro ROW	Redondo Beach	Based on further analysis of power needs and site access, an additional optional location for a Traction Power Substation (TPSS) was identified at the north end of the project. The new option would provide greater flexibility for maintenance operations and address potential challenges related to crane access at TPSS No. 1A.	The new TPSS option would be located on a parcel identified in the Draft EIR for permanent easement. The larger footprint required for the TPSS at this location could necessitate a larger partial acquisition or, if needed to accommodate all the elements of the project that impact the parcel, full acquisition of the property.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-302
2	Public Property: Manhattan Beach Boulevard crossing[1]	Lawndale	In response to comments from the Metropolitan Water District (MWD) on the Draft EIR regarding a potential utility conflict with a cast-in-drilled-hole (CIDH) pile proposed in the center of Manhattan Beach Boulevard—specifically, its location above a MWD water pipeline—an alternate support location for the elevated light rail structure is proposed at this location.	The refined design for the elevated light rail structure would eliminate the CIDH pile within Manhattan Beach Boulevard and shift the proposed straddle bents—located within the Metro ROW—to the north and south of the boulevard. This change would avoid any potential conflict with the underground MWD pipeline, allowing it to remain in place during both project construction and operation.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page TC-302 and RW-304
3	Private Properties: Between 190th Street and south of Del Amo Boulevard	Torrance	Based on coordination with BNSF regarding the proposed freight track realignment, the design was refined to include a maintenance access path to serve the relocated freight tracks.	South of 190th Street, the railroad corridor would be widened by approximately five feet beyond what was included in the Draft EIR, to the southwest of the Metro ROW, to accommodate a maintenance access path for the freight tracks. This refinement would increase the area of partial acquisitions from industrial properties.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-313 through RW-318, T-314 through T-318

ID	Location	City/ Jurisdiction	Reason for Refinement	Description of Refinement	Reference
4	Private Properties: North of Prairie Avenue, west of Metro ROW	Torrance	More detailed modeling of power demand for light rail operations indicated that minimum traction power voltage requirements may not be met with TPSS No. 5A, located near the Prairie Avenue overcrossing. To ensure adequate system performance, the design was refined to identify an alternate location (TPSS No. 5B) farther south, adjacent to the Del Amo Boulevard bridge.	TPSS No. 5B would be located to the north side of the Del Amo Boulevard bridge, on a parcel previously identified for acquisition as part of the project.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-318
5	Private Properties: Parcels (APN: 7352-015-005, 7352-015-006, and 7352-015-004) between Prairie Avenue and Del Amo Boulevard	Torrance	In response to comments from both Torrance Refining Company (TORC) and Torrance Logistics Company (TLC), the project design was refined to minimize the partial acquisition of the TORC property. This refinement addresses safety, security, and property concerns related to the TORC facility operations and compliance with applicable regulations.	Between north of Prairie Avenue and Del Amo Boulevard, the project footprint (including freight, light rail, and access roads) has shifted westward to avoid the TORC parcel. As a result, a larger partial acquisition would be required from the adjacent vacant parcel west of the rail corridor. This shift would also require additional modifications to the existing Prairie Avenue and Del Amo Boulevard bridges. At Prairie Avenue, a new box tunnel would be constructed to allow a realigned freight track and access road to pass beneath the roadway. At Del Amo Boulevard, the area beneath the bridge would be widened on the west to accommodate light rail and realigned freight and to provide sufficient clearance.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page RW-315 through RW-318

ID	Location	City/ Jurisdiction	Reason for Refinement	Description of Refinement	Reference
6	City Property: City of Torrance Transit Center (APN: 7352-002-912)	Torrance	In response to comments from the City of Torrance, an alternative construction staging location has been identified, which would avoid potential conflicts with the City of Torrance's proposed parking garage.	An alternate construction staging site has been identified on a parcel (APN: 7352-002-911) adjacent to the Torrance Transit Center on Crenshaw Boulevard. This adjustment would allow construction staging to proceed without interfering with the City of Torrance's planned parking garage development.	Chapter 2, Description of the Locally Preferred Alternative, Page 2-36
7	City Property: Torrance Transit Center Station Path	Torrance	In response to comments from the City of Torrance, the design was refined to address pedestrian safety and security concerns related to a segment of the proposed path connecting Crenshaw Boulevard to the Torrance Transit Center Station area. Specifically, the City raised concerns that the path could encourage pedestrians to cross Crenshaw Boulevard outside of signalized intersections.	The proposed path would provide pedestrian access from the light rail platform to the proposed bus plaza within the Torrance Transit Center. The segment of the proposed path that would have extended from the bus plaza to Crenshaw Boulevard has been removed from the design.	Appendix B, Select Advanced Conceptual Engineering Drawings - Locally Preferred Alternative, Page T-321

Source: STV, 2025

[1]This refinement only applies to the Elevated/At-Grade Alignment and LPA.

APN = Assessor's Parcel Number; BNSF= BNSF Railway; CIDH= cast-in-drilled-hole; MWD = Metropolitan Water District; ROW = right-of-way; TLC = Torrance Logistics Company; TORC = Torrance Refining Company; TPSS = Traction power substation

ES.4 Corrections and Additions

This Final EIR includes the corrections and additions to the Draft EIR, specifically addressing subject matter presented in the Draft EIR that has been corrected or added. Pursuant to Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5, these changes do not constitute "significant new information" that would require recirculation of the Draft EIR. These revisions do not disclose a new significant and unavoidable environmental impact, a substantial increase in the severity of an impact, or identify a new feasible mitigation measure or alternative considerably different from those provided in the Draft EIR, which would considerably lessen a significant impact, but that Metro has declined to implement. Rather, the EIR's corrections and additions clarify, amplify, or make insignificant modifications to the Draft EIR.

ES.5 Response to Comments on the Draft EIR

The Final EIR includes responses to all comments made on the Draft EIR during the comment period described in Section ES.2. Written responses to comments are included in Chapter 5 of this Final EIR, and copies of emails, letters, comment cards, voicemails, and transcribed spoken comments are included in Appendix C of this Final EIR. The responses to comments are organized by commenters: agencies, organizations, groups and businesses, public hearings, and individuals. Several topics were mentioned frequently by commenters. To address these efficiently and consistently, and to ensure accuracy, major topic responses (MR) were developed for the following topics and are included in Section 5.2 of this Final EIR:

- MR-1: Selection of Alternatives
- MR-2: Operational Noise Analysis Methodology and Impact Thresholds
- MR-3: Operational Noise Project Features and Mitigation Measures
- MR-4: Potential Negative Health Effects Related to Noise, Vibration, and Air Quality
- MR-5: Vibration Impact Types and Impact Thresholds
- MR-6: Vibration Analysis During Final Design
- MR-7: Utility Relocation and Hazardous Materials Safety
- MR-8: Light Rail and Freight Train Safety
- MR-9: Light Rail Security
- MR-10: Changes to Community Character
- MR-11: Traffic Delay and Level-of-Service
- MR-12: Emergency Access
- MR-13: Soil Stability and Sinkholes
- MR-14: Property Values and Impacts to Businesses
- MR-15: Metro Ridership Forecasting Methodology
- MR-16: Response to Lawndale and Redondo Beach Community Letter
- MR-17: Response to Torrance Community Letter
- MR-18: Homelessness
- MR-19: Project Benefits
- MR-20: Proximity Impacts of Relocated Freight Tracks
- MR-21: Cost Estimates and Schedule

ES.6 Alternatives Considered in the Draft EIR

CEQA requires that a range of reasonable project alternatives are considered that could meet most of the basic project objectives and substantially reduce or eliminate significant impacts associated with the project. CEQA Guidelines Section 15126.6(a) states, in part:

> *"An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation."*

- No Project Alternative – The No Project Alternative is required by CEQA Guidelines Section 15126.6(e) and assumes that Metro would not implement the project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.
- High Frequency Bus Alternative – The HFB Alternative would implement a rapid bus service instead of a light rail extension.
- 170th/182nd Grade-Separated Light Rail Transit Alternative – As discussed previously, this alternative was selected as the LPA by the Metro Board.

ES.7 Environmental Impact Analysis

The Draft EIR identifies potential environmental impacts due to the construction and operation of the Options and Alternatives and analyzes any significant impacts and implementation of feasible mitigation measures. Project features are incorporated as part of the project and consist of design features, best management practices, or other measures required by law and/or permit approvals that avoid or minimize potential effects. Mitigation measures are additional actions, not otherwise part of the project, that are designed to avoid, minimize, or compensate for significant impacts.

Table ES-3 below provides a high-level overview of the topic areas where environmental impacts have been identified for the LPA in the Draft EIR and this Final EIR.

Table ES-3. Summary of Environmental Impacts for the Locally Preferred Alternative

Level of Impact	Environmental Topic Areas
No Impact/Less than Significant Impact	Transportation During Construction & Operation Aesthetics During Operation Air Quality During Construction & Operation Land Use and Planning During Construction & Operation Greenhouse Gas Emissions During Construction & Operation Hazards and Hazardous Materials During Construction & Operation Geology, Soils, and Paleontological Resources During Operation Hydrology and Water Quality During Construction & Operation Utilities and Service Systems During Construction & Operation Energy During Construction & Operation Cultural Resources During Operation Tribal Cultural Resources During Operation Public Services During Construction & Operation
Less than Significant Impact with Mitigation	Aesthetics During Construction Noise and Vibration During Operation Biological Resources During Construction & Operations Geology, Soils, and Paleontological Resources During Construction Cultural Resources During Construction Tribal Cultural Resources During Construction
Significant and Unavoidable Impact	Noise and Vibration During Construction

ES.8 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines under Section 15216(b) require EIRs to include a discussion of any significant environmental impacts that cannot be avoided if the project is implemented. The Draft EIR identifies environmental resources with significant and unavoidable impacts and presents feasible mitigation measures to reduce impacts to a less than significant level. If a specific impact cannot be reduced to a less than significant level, it is considered a significant and unavoidable impact. As concluded in the Draft and Final EIR and shown in Table ES-3, the following impacts would be significant and unavoidable, even after implementation of mitigation measures:

- Air Quality (construction – Trench Option only)
- Noise (construction – all alignments; operation – Elevated/At-Grade Alignment only)
- Vibration (construction – all alignments)

ES.8-1 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be identified. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

As discussed in the Draft EIR Table ES-4, the No Project Alternative would avoid many of the construction impacts identified for the light rail project, but it would have significant and unavoidable impacts during operation related to transportation, land use and planning, air quality, greenhouse gas emissions, and energy as it would conflict with plans and programs that assumed the project would be

built. The HFB Alternative would reduce all construction and operational impacts identified for a light rail project. Therefore, the HFB Alternative is the environmentally superior alternative as it would avoid or reduce all impacts to a less than significant level. However, the HFB Alternative would not realize the same level of benefits from vehicle miles traveled reduction, air quality improvements, greenhouse gas emissions reduction, and energy savings as the light rail alignments.

ES.9 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table ES-4 summarizes the impacts of all alignments and project alternatives considered in the EIR process. Table ES-5 through Table ES-19 identify the environmental impacts, mitigation measures, and level of significance after mitigation, if applicable. Detailed analyses of these topics are provided in Chapter 3, Environmental Impacts, of the Draft EIR, with corrections, additions, and clarifications to the Draft EIR analysis provided in Chapter 4, Corrections and Additions, of this Final EIR.

Table ES-4. Summary of Alternatives' Environmental Impacts

		Elevated/At-Grade Alignment	Trench Option	Hawthorne Option	No Project Alternative	HFB Alternative	LPA
Transportation	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Land Use and Planning	Construction	LTS	LTS	LTSM	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Aesthetics	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Air Quality	Construction	LTS	SUI	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Greenhouse Gas Emissions	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Noise	Construction	SUI	SUI	SUI	LTS	LTS	SUI
	Operation	SUI	SUI/LTSM[1]	LTS	LTS	LTS	SUI/LTSM[1]
Vibration	Construction	SUI	SUI	SUI	LTS	LTS	SUI
	Operation	LTSM	LTSM	LTSM	LTS	LTS	LTSM
Biological Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTSM	LTSM	LTSM	LTS	LTS	LTSM
Geology, Soils, and Paleontological Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Hazards and Hazardous Materials	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS

		Elevated/At-Grade Alignment	Trench Option	Hawthorne Option	No Project Alternative	HFB Alternative	LPA
Hydrology and Water Quality	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Utilities and Service Systems	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Energy	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	SUI	LTS	LTS
Cultural Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Tribal Cultural Resources	Construction	LTSM	LTSM	LTSM	LTS	LTS	LTSM
	Operation	LTS	LTS	LTS	LTS	LTS	LTS
Public Services	Construction	LTS	LTS	LTS	LTS	LTS	LTS
	Operation	LTS	LTS	LTS	LTS	LTS	LTS

[1] With the establishment of quiet zones by the Cities of Lawndale, Redondo Beach, and Torrance (MM-NOI-4), the Trench Option and LPA would have a less than significant impact with mitigation for operational noise.

HFB = High Frequency Bus; LPA = Locally Preferred Alternative; LTS = Less than significant; LTSM = Less than significant with mitigation; SUI = Significant and unavoidable impact

Table ES-5. Summary of Transportation Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Transportation				
A. Will the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Will the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
C. Will the Project substantially increase hazards due to a geometric design feature or incompatible uses?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Transportation				
D. Will the Project result in inadequate emergency access?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Table ES-6. Summary of Land Use Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Land Use				
A. Would the Project physically divide an established community?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-LU-1: Temporary Crossings	Construction: Less than Significant Operations: Less than Significant

Table ES-7. Summary of Visual and Aesthetics Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Visual & Aesthetics				
A. Would the Project have a substantial effect on a scenic vista?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
B. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Visual & Aesthetics				
C. In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point such as a sidewalk). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
D. Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	LPA	**Construction: Significant** Operations: Less than Significant	Construction: MM-AES-1: Construction Lighting	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: Less than Significant	Construction: MM-AES-1: Construction Lighting	Construction: Less than Significant Operations: Less than Significant
	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-AES-1: Construction Lighting	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-AES-1: Construction Lighting	Construction: Less than Significant Operations: Less than Significant

Table ES-8. Summary of Air Quality Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Air Quality				
A. Would the Project conflict with or obstruct implementation of the applicable air quality plan?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-AQ-1: Cleaner Haul Trucks	**Construction: Significant and Unavoidable** Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-AQ-1: Cleaner Haul Trucks	**Construction: Significant and Unavoidable** Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
C. Would the Project expose sensitive receptors to substantial pollutant concentrations?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Air Quality				
D. Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Table ES-9. Summary of Greenhouse Gas Emissions Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Greenhouse Gas Emissions				
A. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Table ES-10. Summary of Noise and Vibration Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Noise and Vibration				
A. Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the FTA, in the local general plan or noise ordinance, or applicable standards of other agencies?	LPA	**Construction: Significant** **Operations: Significant**	Construction: MM-NOI-1: Noise Control Plan Operations: MM-NOI-2: Soundwalls MM-NOI-3: Low Impact Frogs MM-NOI-4: Quiet Zone Establishment	**Construction: Significant and Unavoidable** Operations: Less than Significant[1]
	Elevated/At-Grade Alignment	**Construction: Significant** **Operations: Significant**	Construction: MM-NOI-1: Noise Control Plan Operation: MM-NOI-2: Soundwalls MM-NOI-3: Low Impact Frogs MM-NOI-4: Quiet Zone Establishment	**Construction: Significant and Unavoidable** **Operations: Significant and Unavoidable**
	Trench Option	**Construction: Significant** **Operations: Significant**	Construction: MM-NOI-1: Noise Control Plan Operations: MM-NOI-2: Soundwalls MM-NOI-3: Low Impact Frogs MM-NOI-4: Quiet Zone Establishment	**Construction: Significant and Unavoidable** Operations: Less than Significant[1]

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Noise and Vibration				
	Hawthorne Option	**Construction: Significant** **Operations: Significant**	Construction: MM-NOI-1: Noise Control Plan Operations: MM-NOI-2: Soundwalls MM-NOI-3: Low Impact Frogs MM-NOI-5: Wheel Squeal Noise Monitoring	**Construction: Significant and Unavoidable** Operations: Less than Significant
B. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Noise and Vibration				
C. Would the Project result in generation of excessive ground-borne vibration?	LPA	**Construction: Significant** **Operations: Significant**	Construction: MM-VIB-1: Vibration Control Plan MM-VIB-2: Construction Equipment Location Operations: MM-VIB-4: Low-Impact Frogs MM-VIB-5: Resilient Fasteners MM-VIB-6: Ballast Mats	**Construction: Significant and Unavoidable** Operations: Less than Significant
	Elevated/At-Grade Alignment	**Construction: Significant** **Operations: Significant**	Construction: MM-VIB-1: Vibration Control Plan MM-VIB-2: Construction Equipment Location MM-VIB-3: Pre- and Post-Construction Surveys Operations: MM-VIB-4: Low-Impact Frogs MM-VIB-5: Resilient Fasteners MM-VIB-6: Ballast Mats	**Construction: Significant and Unavoidable** Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Noise and Vibration				
	Trench Option	**Construction: Significant** **Operations: Significant**	Construction: MM-VIB-1: Vibration Control Plan MM-VIB-2: Construction Equipment Location Operations: MM-VIB-4: Low-Impact Frogs MM-VIB-5: Resilient Fasteners MM-VIB-6: Ballast Mats	**Construction: Significant and Unavoidable** Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-VIB-1: Vibration Control Plan MM-VIB-2: Construction Equipment Location	**Construction: Significant and Unavoidable** Operations: Less than Significant

[1]With the establishment of quiet zones by the Cities of Lawndale, Redondo Beach, and Torrance (MM-NOI-4), the Trench Option and LPA would have a less than significant impact with mitigation for operational noise.

Table ES-11. Summary of Biological Resources Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
A. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	LPA	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
A. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Elevated/At-Grade Alignment	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
A. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Trench Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
			MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys MM-BIO-3: Roosting Bat Restrictions and Survey Requirements MM-BIO-4: Pre-construction Rare Plant Survey Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	
B. Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
C. Would the Proposed Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
D. Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
E. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LPA	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
			Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	
	Trench Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Biological Resources				
	Hawthorne Option	**Construction: Significant** **Operations: Significant**	Construction: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat Operations: MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources MM-BIO-5: Off-site Mitigation for Southern Tarplant Habitat	Construction: Less than Significant Operations: Less than Significant
F. Would the Project conflict with the provisions of an adopted HCP, Natural Community Conservation Plan (NCCP), or other approved local, regional, or state HCP?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Table ES-12. Summary of Geology, Soils, and Paleontological Resources Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Geology, Soils, and Paleontological Resources				
A. Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo (AP) Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ii. Strong seismic ground shaking iii. Seismic-related ground failure, including liquefaction iv. Landslides	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project result in substantial soil erosion or the loss of topsoil?	LPA	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Geology, Soils, and Paleontological Resources				
	Trench Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
C. Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
D. Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial direct or indirect risks to life or property?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Geology, Soils, and Paleontological Resources				
E. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
F. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LPA	**Construction: Significant** Operations: No Impact	Construction: MM-GEO-1: Engage a Qualified Paleontological Resources Specialist	Construction: Less than Significant Operations: No Impact
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: No Impact	Construction: MM-GEO-1: Engage a Qualified Paleontological Resources Specialist	Construction: Less than Significant Operations: No Impact
	Trench Option	**Construction: Significant** Operations: No Impact	Construction: MM-GEO-1: Engage a Qualified Paleontological Resources Specialist	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	**Construction: Significant** Operations: No Impact	Construction: MM-GEO-1: Engage a Qualified Paleontological Resources Specialist	Construction: Less than Significant Operations: No Impact

Table ES-13. Summary of Hazards and Hazardous Materials Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Hazards and Hazardous Materials				
A. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
C. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Hazards and Hazardous Materials				
D. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Trench Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project Area?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
F. For a project located within the vicinity of a private airstrip, as a result, create a safety hazard for people residing or working in the project area.	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Hazards and Hazardous Materials				
G. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
H. Would the Project expose people or structures to a significant risk of loss, injury or death involving wildfires, including where wildland fires are adjacent to urbanized areas or where residences are intermixed with wildlands?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Table ES-14. Summary of Hydrology and Water Quality Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Hydrology and Water Quality				
A. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
C. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Hydrology and Water Quality				
D. Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
E. Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Table ES-15. Summary of Utilities and Service Systems Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Utilities and Service Systems				
A. Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Utilities and Service Systems				
C. Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Trench Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
D. Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LPA	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Trench Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact
E. Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact

Table ES-16. Summary of Energy Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Energy				
A. Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Table ES-17. Summary of Cultural Resources Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Cultural Resources				
A. Would the Proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	LPA	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Elevated/At-Grade Alignment	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Trench Option	Construction: No Impact Operations: No Impact	None	Construction: No Impact Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
B. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	LPA	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: Cultural Resources Monitoring and Mitigation Plan	Construction: Less than Significant Operations: No Impact
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: Cultural Resources Monitoring and Mitigation Plan	Construction: Less than Significant Operations: No Impact
	Trench Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training	Construction: Less than Significant Operations: No Impact

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Cultural Resources				
			MM-CUL-2: Cultural Resources Monitoring and Mitigation Plan	
	Hawthorne Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-1: Cultural Resources Identification Training MM-CUL-2: Cultural Resources Monitoring and Mitigation Plan	Construction: Less than Significant Operations: No Impact
C. Would the Project disturb any human remains, including those interred outside of formal cemeteries?	LPA	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-3: Unanticipated Discovery of Human Remains	Construction: Less than Significant Operations: No Impact
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-3: Unanticipated Discovery of Human Remains	Construction: Less than Significant Operations: No Impact
	Trench Option	**Construction: Significant** Operations: No Impact	Construction: MM-CUL-3: Unanticipated Discovery of Human Remains	Construction: Less than Significant Operations: No Impact
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact

Table ES-18. Summary of Tribal Cultural Resources Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
A. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	LPA	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
A. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
B. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	LPA	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources				
B. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Trench Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	**Construction: Significant** Operations: Less than Significant	Construction: MM-TCR-1: Native American Monitoring MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects	Construction: Less than Significant Operations: Less than Significant

Table ES-19. Summary of Public Services Impacts Evaluation

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Public Services				
A. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: i. fire protection; ii. police protection; iii. schools; iv. parks; v. libraries?	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant

Environmental Impact	Alignment	Impact Before Mitigation	Proposed Mitigation Measures	Impact After Mitigation
Public Services				
B. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
C. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LPA	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Elevated/At-Grade Alignment	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Trench Option	Construction: Less than Significant Operations: Less than Significant	None	Construction: Less than Significant Operations: Less than Significant
	Hawthorne Option	Construction: Less than Significant Operations: No Impact	None	Construction: Less than Significant Operations: No Impact

Los Angeles County
Metropolitan Transportation Authority

Findings of Fact and Statement of Overriding Considerations

January 2026



Metro

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1. INTRODUCTION

1.1 OVERVIEW

This document presents the Findings of Fact required by the California Environmental Quality Act (CEQA) (Public Resources Code [PRC], 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code. Regs., 15000 et seq.) for each of the significant environmental effects identified in the Final Environmental Impact Report (EIR) (SCH NO. 2021010269) prepared for the Los Angeles County Metropolitan Transportation Authority (Metro) C Line (Green) Extension to Torrance Project (Project). This document also includes the Statement of Overriding Considerations, which describes the reasons why the economic, social, technical, and other benefits of the project outweigh its significant and unavoidable impacts.

In this document, "the project" refers to the locally preferred alternative (LPA)—initially analyzed in the Draft EIR as the 170th/182nd Grade-Separated Light Rail Transit Alternative, also known as the Hybrid Alternative. The project, including refinements in the Final EIR, is discussed in more detail in Section 2, and all alternatives analyzed in the Draft and Final EIRs are discussed in Section 9.

The Draft EIR analyzed the project as part of C Line operations with the northern terminus at the Los Angeles International Airport (LAX)/Metro Transit Center (the C-1 Operating Plan). In June 2023, following the release of the Draft EIR, the Metro Board of Directors (Metro Board) adopted a new K Line operating plan (the C-2 Operating Plan), under which the project would operate as a southern extension of the K Line from the existing Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center (Torrance TC).

For consistency with previously released documents, however, the project is still referred to as the C Line Extension to Torrance in the Final EIR and related materials. These Findings are based on the updated operational context reflected in the C-2 Operating Plan. While the revised operating plan results in updated ridership forecasts and associated travel benefits, these improvements do not alter the physical scope or operations characteristics of the project or result in any new or more severe environmental impacts.

1.2 DOCUMENT ORGANIZATION

The document is organized into the following sections:

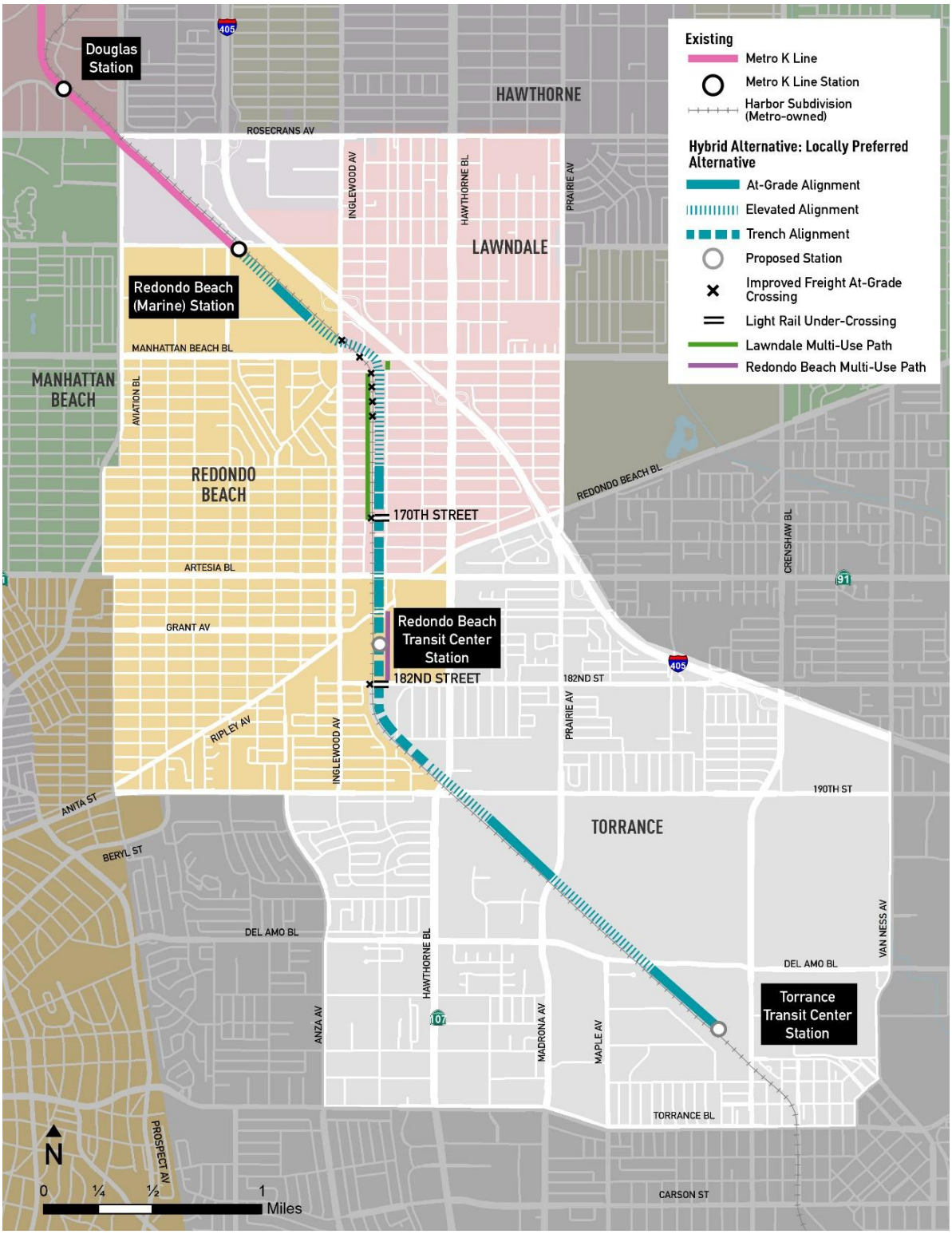
- Section 1 Introduction
- Section 2 Project Description
- Section 3 CEQA Statutory Framework and Procedural Requirements
- Section 4 Findings for Environmental Impacts Found to be Significant and Unavoidable
- Section 5 Findings for Environmental Impacts Found to Be Less than Significant with Mitigation
- Section 6 Findings for Environmental Impacts Found to be Less Than Significant
- Section 7 Findings for Environmental Resources Found Not to be Impacted
- Section 8 Findings for Cumulative Impacts
- Section 9 Findings for Alternatives
- Section 10 Findings for Mitigation Measures
- Section 11 Statement of Overriding Considerations

2. PROJECT DESCRIPTION

2.1. PROJECT LOCATION AND SETTING

Figure 2-1 shows the LPA's location within the Project Area, which follows the Metro-owned railroad right-of-way (ROW) along a 4.5-mile north-south corridor from the existing Redondo Beach (Marine) Station, travelling southeast to the Torrance Transit TC. The LPA would travel through the Cities of Lawndale, Redondo Beach, and Torrance. The Project Area includes single-family and multi-family residential areas, industrial and institutional uses, as well as commercial and recreational areas. The Project Area also includes major activity centers, such as the South Bay Galleria, and high-capacity bus transit centers, such as the Redondo Beach TC and the Torrance TC.

Figure 2-1. Locally Preferred Alternative



Source: STV, 2025

2.2. PROJECT OBJECTIVES

The underlying purpose of the project is to provide high-capacity transit service in the South Bay. Metro has identified the following project objectives, which are included in Chapter 2 of both the Draft EIR and Final EIR:

- Improve mobility within the South Bay and encourage mode shift by:
    - Introducing high-frequency transit service options from the current C Line terminus south to Torrance.
    - Creating direct connections between the regional transit network and local transit hubs for convenient transfers.
    - Providing an alternative mode of transportation for commuters traveling along congested arterials and I-405.
    - Providing first-last mile facilities to connect neighborhoods to station areas.
- Reduce air pollution and greenhouse gas (GHG) emissions by making transit a more viable transportation choice.
- Avoid and minimize environmental impacts on environmental resources to the maximum extent feasible.
- Provide a cost-effective project.
- Provide more equitable access to regional destinations by improving connections to the Metro regional rail system.

2.3. DESCRIPTION OF THE LOCALLY PREFERRED ALTERNATIVE

As previously noted, following release of the Draft EIR, Metro adopted the C-2 Operating Plan for the Metro C and K Lines. Under this plan, the LPA would operate as a southern extension of the K Line. This change does not otherwise alter the Project Description or physical or operational characteristics analyzed in the EIR. The LPA remains a 4.5-mile extension of Metro light-rail service along the existing Metro ROW, extending from the existing Redondo Beach (Marine) Station to the Torrance TC, with two new intermediate stations, as shown in Figure 2-1.

BNSF operates freight service along the Metro ROW in the project area. As part of the LPA, Metro proposes constructing two new light rail tracks and relocating the existing freight tracks in certain areas within the Metro and BNSF ROW. The LPA also includes multi-use recreational paths within the Metro ROW, where there is sufficient room, in the Cities of Lawndale and Redondo Beach. South of 190th Street, BNSF and Metro share ownership of the freight corridor and BNSF has several spur tracks to serve adjacent businesses. Metro owns approximately 15 feet in width and would acquire or lease additional ROW from BNSF to accommodate two new light rail tracks between 190th Street and the Torrance TC Station, while ensuring BNSF can maintain freight operations and deliveries via spur lines.

The LPA's light rail tracks would be grade-separated from all roadways that currently cross the Metro ROW. All at-grade freight crossings from Inglewood Avenue to 182nd Street would be upgraded with safety infrastructure to be quiet-zone ready, which would allow local jurisdictions to implement a quiet zone policy for the corridor in the future.

The following stations would be constructed under the LPA:

- Redondo Beach TC Station: The Redondo Beach TC Station would be located south of Grant Avenue, west of the City of Redondo Beach's transit center.
- Torrance TC Station: The Torrance TC Station would be located just west of Crenshaw Boulevard, west of the City of Torrance's transit center.

The light rail system components would adhere to the Metro Rail Design Criteria (MRDC) and would use a similar design as used on existing Metro light rail lines. The LPA would require an overhead contact system (OCS), six traction power substations (TPSS), and communications and signaling buildings.

The operating hours and schedules would be comparable to the other operating patterns of Metro's current rail lines. The proposed hours of operation are 4:00 a.m. to 1:00 a.m. On weekdays, trains would operate during early morning hours from 4:00 a.m. to 6:00 a.m. and late-night hours from 7:00 p.m. to 1:00 a.m. every 15 minutes. On weekdays, trains would operate every 5 minutes during peak travel hours, which are typically during commuting periods. Metro's implementation of the C-2 Operating Plan for the C and K Lines would not affect these operating conditions.

3. CEQA STATUTORY FRAMEWORK AND PROCEDURAL REQUIREMENTS

The following section summarizes the statutory framework governing the findings that a lead agency must make before approving a project under CEQA. These requirements establish the legal basis for Metro's findings and determinations in this document.

PRC Section 21081 and CEQA Guidelines Section 15091 require that:

a. No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

    1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR ***(CEQA Finding 1)*** (CEQA Guidelines Section 15091, subdivision (a)(1)).

    2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency ***(CEQA Finding 2)*** (CEQA Guidelines Section 15091, subdivision (a)(2)).

    3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR ***(CEQA Finding 3)*** (CEQA Guidelines Section 15091, subdivision (a)(3)).

b. The findings required by subdivision (a) shall be supported by substantial evidence in the record.

    The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

c. When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

d. The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

e. A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA Guidelines Section 15382 defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." The Final EIR identified all potentially significant environmental effects resulting from the project.

CEQA Guidelines Section 15093(a) states that, "If the specific economic, legal, social, technological, or other benefits" of a proposed project "outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" CEQA Guidelines Section 15093(b) requires for those significant impacts that cannot be avoided or substantially lessened, the lead agency must state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record. The findings provided in this document are based on substantial evidence in the entire record. The references set forth in these findings to certain pages or sections of the environmental documents for the project are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings. These findings do not attempt to describe the full analysis of each environmental impact contained in the Draft EIR, Final EIR, and additional documents in the record for the project. These findings hereby incorporate by reference and adopt the discussion and analysis in the Draft EIR, Final EIR, their appendices, and additional documents in the record for the project. In making these findings, the determinations and conclusions of the Final EIR relating to environmental impacts are hereby ratified, adopted, and incorporated in these findings. In the event these findings inadvertently omit or inaccurately reflect facts stated in the Final EIR due to a clerical error, such statements are nevertheless hereby adopted and incorporated in the findings below by reference, and the language set forth in the Final EIR shall control.

PRC Section 21081.6 also requires public agencies to adopt a mitigation monitoring and reporting program (MMRP) for assessing and ensuring the implementation of proposed mitigation measures. Pursuant to PRC Section 21081.6, public agencies are required to provide that the measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. The MMRP is published on the Metro project website at www.metro.net/clineext.

3.1. Record of Proceedings

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

- Notice of Preparation (NOP) and other public notices issued by Metro in conjunction with the project
- The Draft EIR dated January 2023 including all associated appendices and documents that were incorporated by reference
- All testimony, documentary evidence, and all correspondence submitted in response to the project during the scoping meetings or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Chapter 5, Responses to Comments, of the Final EIR)
- The Final EIR dated September 2025 including all associated appendices and documents that were incorporated by reference
- The MMRP
- All findings and resolutions adopted by Metro in connection with the project, and all documents cited or referred to therein

- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the project
- All documents submitted to Metro by agencies or members of the public in connection with the development of the project
- All actions of Metro with respect to the project
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings.

3.2. Absence of Significant New Information Requiring Recirculation

The Metro Board finds that recirculation of the EIR is not required under PRC 21092.1 and CEQA Guidelines section 15088.5. Under CEQA Guidelines section 15088.5, a lead agency must recirculate an EIR prior to certification only when significant new information is added to the document after public review. Significant information includes information showing that the project will result in new or substantially more severe significant environmental impacts, or that new feasible mitigation measures or alternatives considerably different than those identified in the EIR are available to clearly lessen significant impacts and the agency declines to adopt them.

Metro has reviewed and considered all information developed since publication of the Draft and Final EIRs, including technical memoranda, updated ridership forecasts, revised VMT calculations, implementation of the C and K Line C-2 Operating Plan, and other supplemental analyses prepared during the administrative review projects. None of this information alters the fundamental characteristics of the LPA, changes the conclusions regarding the nature or severity of environmental impacts, or identifies new feasible mitigation measures or alternatives substantially different than those presented in the EIR that Metro declines to adopt. Rather, this information clarifies, amplifies, and provides minor updates to the analyses presented in the Draft and Final EIRs.

Accordingly, the Metro Board finds that no “significant new information,” as defined in CEQA Guidelines section 15088.5, has been added to the EIR or the record of proceedings, and recirculation of the EIR is therefore not required.

4. FINDINGS FOR ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

This section discusses the impacts found to remain significant, even with implementation of all feasible mitigation measures. These findings are based on the analyses in Chapters 3 and 4 of the Draft EIR and in Chapters 3 and 4 of the Final EIR, as well as relevant technical reports and responses to comments.

4.1. NOISE AND VIBRATION

During construction, the project would have significant and unavoidable temporary noise and vibration impacts with respect to the following significance thresholds:

- Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Impact 3.6-4.1)
- Would the project result in generation of excessive ground-borne vibration levels? (Impact 3.6-4.3)

Impacts

Impact 3.6-4.1: Ambient Noise During Construction

The LPA would require at-grade, elevated, and trench guideway construction. Construction activity at station areas would be dependent on the profile of the station (at-grade or below-grade). Construction noise levels at staging areas would be similar to noise levels generated by at-grade construction and would primarily involve the movement of equipment to and from the project site. At-grade construction, which would represent a typical construction day, would be the loudest phases with a 1-hour equivalent continuous sound level (L_{eq}) of 91.2 A-weighted decibels (dBA) at 50 feet for typical construction. Trench work would generate a similar 1-hour L_{eq} of 90.9 dBA, and elevated guideway work would generate a 1-hour L_{eq} of approximately 90.9 dBA. Noise levels during construction would exceed the 1-hour L_{eq} Federal Transit Administration (FTA) standards of 90 dBA during the day and 80 dBA at night for residential uses for all types of construction. Mitigation Measure MM-NOI-1 (Noise Control Plan) would be implemented, which would require the contractor to prepare a detailed, site-specific Noise Control Plan prior to initiating any localized construction activities and to implement the plan during the construction activities. The contractor would be required to conduct continuous noise monitoring and implement corrective actions to bring noise levels to below the FTA noise thresholds when the thresholds are exceeded. Impact equipment is to be minimized or replaced with quieter alternatives, and nighttime work must comply with local ordinances or obtain necessary variances demonstrating mitigation. However, in some instances the FTA construction impact criteria may still be exceeded, and the significant impact during construction would remain.

Impact 3.6-4.3: Ground-Borne Vibration During Construction

Ground-borne vibration caused by the LPA's construction could cause annoyance-related impacts to vibration-sensitive receptors, which include residences, hotels, and other locations where people sleep. Annoyance due to vibration would be limited only to the periods when the vibration-generating equipment is operating in close proximity to residences, which may be limited to only a few hours at a time, after which the equipment would move on to another area of construction. Nevertheless, vibration generated by construction activities would exceed the annoyance threshold and would be potentially significant. Mitigation Measure MM-VIB-1 (Vibration Control Plan) would require the contractor to prepare a Vibration Control Plan, conduct monitoring to demonstrate compliance with the

vibration limits, and use alternative construction methods to reduce vibration impacts, as feasible. Mitigation Measure MM-VIB-2 (Construction Equipment Location) would require that operation of vibratory rollers within 26 feet of a building structure would be in static mode only, that the use of vibratory pile drivers not occur within 22 feet of a building, and use of alternative pile driving techniques, when feasible. With implementation of the foregoing mitigation measures, the LPA would have a less than significant impact during construction related to *damage*. However, it would not be feasible to limit the use of all types of equipment, as some pieces of equipment cannot be modified or replaced, and a significant and unavoidable impact related to vibration *annoyance* during construction would remain.

References in the Draft and Final EIR

- Section 3.6, Noise and Vibration, Subsections 3.6-4.1.1, 3.6-4.1.2, and 3.6-4.3.1 of the Draft EIR
- Chapter 4, Evaluation of Alternatives, Subsection 4.5-3.6 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsection 5.2-5, Main Topic Response MR-5: Vibration Impact Types and Impact Thresholds, of the Final EIR

Mitigation Measures

MM-NOI-1: Noise Control Plan

- Metro's contractor shall develop a Noise Control Plan demonstrating how the FTA 1-hour L_{eq} noise criteria would be achieved during construction. The Noise Control Plan shall be prepared by a board-certified acoustical engineer. The FTA 1-hour L_{eq} construction noise standards are as follows: Residential daytime standard of 90 dBA L_{eq} and nighttime standard of 80 dBA L_{eq}, and Commercial and Industrial daytime standard of 100 dBA L_{eq} and nighttime standard of 100 dBA L_{eq}. The Noise Control Plan shall be designed to follow Metro requirements, and shall include measurements of existing noise, a list of the major pieces of construction equipment that would be used, predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities), and noise mitigation measures to be implemented to achieve compliance with applicable noise thresholds. The Noise Control Plans must be approved by Metro prior to initiating noise-generating construction activities. The contractor shall conduct continuous noise monitoring to demonstrate compliance with the FTA 1-hour L_{eq} noise limits. If the FTA 1-hour L_{eq} criteria are exceeded, the contractor shall implement alternative construction measures to reduce construction noise as much as feasible. The contractor shall establish a public information and complaint system. The contractor shall respond to and provide corrective action for complaints filed within a time period of 24 hours. In addition, Metro shall comply with local noise ordinances when applicable, including by obtaining a variance(s) from the applicable local jurisdiction when nighttime work is required. Noise-reducing methods that may be implemented by the contractor include:
- Construction activities shall be limited to daytime hours, except when nighttime work is necessary due to utility coordination, safety considerations, traffic minimization, or other conditions requiring a nighttime variance. In such cases, the contractor shall obtain a variance from the applicable jurisdiction and demonstrate that noise control measures will maintain noise levels below FTA and local standards.

- Where construction occurs near noise-sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers may be used.
- Limit unnecessary idling of equipment.
- Install temporary/movable noise barriers or noise-control curtains, where feasible and as required by the Noise Control Plan.
- Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.
- Limit impact pile driving where feasible and effective.
- Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.
- Minimize the use of impact devices such as jackhammers and hoe rams, using concrete crushers and pavement saws instead.
- Limit certain construction activities to daytime hours, when feasible

MM-NOI-2: Soundwalls

Where feasible, soundwalls shall be placed at the edge of the near light rail track with appropriate setback distance from the tracks or at the edge of elevated structures to reduce noise related to light rail vehicles as required to meet FTA criteria. Height, length, and need for absorptive noise-reducing materials will be finalized during final design as necessary to reduce noise from light rail trains to below the FTA moderate impact criteria, as feasible. Materials, color, landscaping, and/or other aesthetic treatments would also be integrated into the design of the soundwall to minimize dominance and scale.[1]

MM-NOI-3: Low Impact Frogs

Low impact frogs (crossing point of two rails) shall be installed to reduce crossover impact noise where necessary to reduce noise from light rail trains to below the FTA moderate impact criteria. Locations shall be verified during final design as necessary to reduce noise from light rail trains to below the FTA moderate impact criteria.

MM-VIB-1: Vibration Control Plan

Prior to construction, the contractor would prepare a Vibration Control Plan demonstrating how the FTA building damage risk criteria and the FTA vibration annoyance criteria would be achieved. The Vibration Control Plan must be approved by Metro prior to initiating vibration-generating construction activities

[1] The applicability of the term "feasible" applies only to the Elevated/At-Grade Alignment (the "Proposed Project" in the Draft EIR). Specifically, as explained on page 36-100 of the Draft EIR, with respect to the Elevated/At-Grade Alignment, soundwalls would not be feasible at the 170th Street and 182nd Street at-grade crossing because vehicle travel must be maintained. The "where feasible" and "as feasible" text in MM-NOI-2 was included in MM-NOI-2 to address this specific physical constraint for the Elevated/At-Grade Alignment. This qualifying language does not apply to the LPA, the Trench Option, or the Hawthorne Option, which do not have at-grade crossings or other physical constraints that would prevent construction of the soundwalls as necessary to reduce operational noise impacts of the light rail to below the FTA significance thresholds with mitigation.

and include the requirement that the contractor, in coordination with Metro and the City of Torrance Public Works Department, shall notify nearby receptors, including businesses near Del Amo Bridge, of pile-driving activities at least 72 hours in advance. The Vibration Control Plan would include a list of the major pieces of construction equipment that would be used, and the predictions of the vibration levels are the closest sensitive receivers. The contractor would conduct vibration monitoring to demonstrate compliance with the vibration limits. Where the construction cannot be performed to meet the vibration criteria, the contractor would investigate alternative means and methods of construction measures to reduce vibration levels as much as feasible.

MM-VIB-2: Construction Equipment Location

To address potential building damage, the following measures would be implemented.

- Where a vibratory roller would be operated within 26 feet of a building structure, the vibratory roller shall be operated in static mode only.
- Where pile driving is needed, the use of vibratory pile driving would be limited to being no closer than 22 feet of the nearest sensitive structure. In areas adjacent to sensitive structures where the distance cannot be limited to 22 feet or greater, pile driving will use alternative technology such as CIDH.
- Limit the location of impact pile driving to the extent feasible.

Findings

Impact 3.6-4.1: Ambient Noise During Construction

Mitigation Measure MM-NOI-1 would be implemented, which will reduce construction noise levels. However, in some instances the FTA construction impact criteria may still be exceeded. There are no additional feasible mitigation measures that could be implemented to further reduce construction noise levels. Metro has considered sound proofing homes as a potential measure to mitigate construction noise. This approach is not considered feasible or appropriate. Although CEQA allows adoption of mitigation measures of uncertain efficacy, the measure must still be capable of achieving some portion of its intended result. An acoustic retrofitting program, however, would depend entirely on the voluntary cooperation of property owners and tenants—parties outside Metro's jurisdiction and control. As a result, the effectiveness of the measure would remain speculative. Even if Metro could identify and analyze specific retrofit techniques (such as window replacement or façade sealing), their actual implementation would hinge on the willingness of numerous private third parties, leaving Metro with no assurance that any meaningful reduction in interior noise levels would be achieved. For this reason alone, acoustic retrofitting is not considered a feasible mitigation measure. In addition, acoustic retrofitting would not effectively address exterior noise levels at the source. As retrofitting requires windows to be closed to be effective, a retrofit program could impair interior ventilation. Implementing a retrofitting program would require extensive coordination with property owners and tenants, contractors, and city building departments that may need to issue permits, adding substantial time to the project's implementation, as the retrofits would need to be installed prior to construction. Furthermore, retrofit measures may introduce secondary impacts, including noise and dust, and would be physically invasive. The costs and effort to undertake retrofitting at a broad scale would be burdensome relative to the temporary nature of the impact. Thus, Metro adopts CEQA Findings 1 and 3, as identified in Section 3 above and in Section 15091, subdivisions (a)(1) and (a)(3) of the CEQA Guidelines.

Impact 3.6-4.3: Ground-Borne Vibration During Construction

Implementation of Mitigation Measures MM-VIB-1 and MM-VIB-2 would reduce the potential for vibration annoyance impacts during construction. Even with implementation of the foregoing mitigation measures, the LPA would have a significant and unavoidable impact related to vibration *annoyance* during construction. Thus, Metro adopts CEQA Findings 1 and 3, as identified in Section 3 above and in Section 15091, subdivisions (a)(1) and (a)(3) of the CEQA Guidelines. For ground-borne-vibration-related *damage* impacts, Metro adopts CEQA Finding 2, as identified in Section 3 above and in Section 15091, subdivision (a)(b) of the CEQA Guidelines.

5. FINDINGS FOR ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

This section discusses the impacts found to be significant, which can be reduced to less than significant levels through implementation of mitigation measures. Notable project features and mitigation measures pertinent to the summaries of potential impacts discussed herein are included in this document. Project features include components of the project design, such as best management practices (BMP) and other design commitments. They are part of the project itself, and are not mitigation measures. They are listed here, because they provide evidence supporting the impact conclusions prior to consideration of mitigation. Mitigation measures, by contrast, are imposed to reduce or avoid significant impacts. All project features and mitigation measures established by the Draft EIR and Final EIR are provided in and made enforceable by the MMRP.

5.1. AESTHETICS

The project would have a less than significant impact with mitigation related to aesthetics with respect to the following significance thresholds:

- Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, or create new shade or shadows that would substantially affect outdoor recreation facilities or other public areas? (Impact 3.3-4.4)

Impact

Impact 3.3-4.4: Create New Source of Substantial Light/Glare During Construction

Construction activities would occur mainly during daytime hours, and construction-related illumination would be temporary and limited to safety and security purposes. Construction activities are not anticipated to result in a substantial source of light or glare. However, if nighttime construction is required, residential uses around the Metro ROW could be affected if light spills over to the residences or if lighting is not shielded to limit glare at these residences. Therefore, there would be a significant impact related to light or glare during construction. Mitigation Measure MM-AES-1 (Construction Lighting) would be implemented to ensure that construction lighting would be shielded and directed downward and away from adjacent residential and commercial areas. With implementation of MM-AES-1, the impact would be less than significant.

References in the Draft and Final EIR

- Section 3.3, Aesthetics, Subsection 3.3-4.4.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Mitigation Measures

MM-AES-1: Construction Lighting

During nighttime construction activities lighting, including “down lighting,” shall be directed toward the interior of the construction staging area and shall be shielded so that it would not spill over into adjacent light-sensitive areas.

Finding

Impact 3.3-4.4: Create New Source of Substantial Light/Glare During Construction

Implementation of MM-AES-1 would reduce the potential for introducing a new light glare or shadows generated by project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

5.2. NOISE AND VIBRATION

Operation of the project would have a less than significant permanent impact with mitigation related to noise and vibration with respect to the following significance thresholds:

- Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Impact 3.6-4.1)
- Would the project result in generation of excessive ground-borne vibration Levels? (Impact 3.6-4.3)

Impact

Impact 3.6-4.1: Ambient Noise During Operation

Sensitive uses would be exposed to a combination of noise sources, including light rail train pass-by noise, TPSS noise, and special trackwork noise. In addition, freight trains would generate noise from warning horns at the at-grade freight crossings. The combined light rail and freight noise would result in significant impacts to sensitive receivers.

Under the LPA, relocation of the freight tracks combined with light rail operations would result in potentially significant noise impacts to 178 Category 2 clusters and three Category 3 clusters. Metro would implement Project Feature PF-NV-1 (Quiet Zone Equipment Installation), which provides that design and construction of freight railroad at-grade crossings include all equipment needed to allow local jurisdictions to establish a quiet zone. This project feature is part of the project design and provides evidence supporting the impact conclusions prior to consideration of mitigation.

Mitigation Measures MM-NOI-2 (Soundwalls) and MM-NOI-3 (Low Impact Frogs) would be implemented, which would reduce noise via installation of soundwalls at identified impacted receptors and low impact frogs at crossovers which were determined to contribute to noise impacts. Mitigation Measure MM-NOI-4 (Quiet Zone Establishment) would require Metro to assist local jurisdictions to designate a quiet zone from north of Inglewood Avenue to south of 182nd Street. Establishment of a quiet zone would eliminate the regular use of freight horns in the corridor, reducing noise in the surrounding area.

With implementation of Mitigation Measures MM-NOI-2, MM-NOI-3, and MM-NOI-4, operational noise levels would be reduced to below the FTA's criteria for all sensitive receptors along the LPA, and the impact would be less than significant. Importantly, Metro has committed through Project Feature PF-NV-1 to construct all physical improvements needed for a quiet zone, such that the measure is fully enabled by the project. Once the improvements are in place, designation of a quiet zone is a ministerial act within the jurisdiction of the corridor cities under Federal Railroad Administration (FRA) regulations. Quiet zones have been routinely established in similar urban contexts once the necessary safety upgrades are complete, providing substantial evidence that this mitigation is feasible and effective.

In the event that local jurisdictions choose not to apply for a quiet zone, Mitigation Measure MM-NOI-4 would not be implemented to reduce freight horn noise, and the impact would remain significant and

unavoidable. However, CEQA Guidelines Section 15091(a)(2) expressly provides that where another agency has the authority and responsibility to implement a mitigation measure, the lead agency may find that the other agency can and should adopt the measure. Metro, therefore, finds that Mitigation Measure MM-NOI-4 is within the responsibility and jurisdiction of the corridor cities (City of Torrance, City of Redondo Beach, and City of Lawndale), and that those cities can and should implement the measure. All necessary safety upgrades to the freight crossings needed to implement a by-right quiet zone would be made as part of the project.

Impact 3.6-4.3: Excessive Ground-Borne Vibration Levels During Operations

The ground-borne vibration levels in areas where residences would experience an annoyance impact would exceed the FTA vibration impact criteria for light rail and freight. Therefore, operation of the LPA would have a significant impact related to excessive ground-borne vibration levels, and mitigation would be required. Mitigation Measure MM-VIB-4 (Low Impact Frogs) would be implemented, which would require installation of spring-loaded frogs at specific locations to reduce the impact from crossovers by reducing the width of gaps at joints when steel wheels roll over steel rails at rail joints. Mitigation Measures MM-VIB-5 (Resilient Fasteners) and MM-VIB-6 (Ballast Mats) would be implemented, which would require the use of resilient fasteners to incorporate resilience into the track support systems and ballast mats to reduce the impacts from train pass-bys caused by steel wheels rolling over steel rails at rail joints (which would provide a combined vibration reduction of up to 15 velocity level decibels [VdB]). With implementation of these mitigation measures, the LPA would not result in excessive ground-borne vibration during operation. The impact would be less than significant with mitigation.

References in the Draft and Final EIR

- Section 3.6, Noise and Vibration, Subsection 3.6-4.3.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsections MR-5.2-2, Major Topic Response MR-2: Operational Noise Analysis Methodology and Impact Thresholds; Major Topic Response MR-5.2-3, Operational Noise Project Features and Mitigation Measures; MR- MR-5.2-5, Major Topic Response MR-5, Vibration Impact Types and Impact Thresholds, of the Final EIR

Project Features

PF-NV-1. Quiet Zone Equipment Installation

The eight at-grade freight crossings between Inglewood Ave and 182nd Street have been designed and would be constructed to include all Federal Railroad Administration (FRA)-required Supplemental Safety Measures and associated improvements and equipment that are needed to qualify for Automatic FRA Approval to establish a quiet zone. In order to establish a quiet zone, local jurisdictions will need to submit a Notice of Intent to the operating railroads (e.g., BNSF), California Public Utilities Commission (CPUC), Metro, and FRA followed by a Notice of Establishment, which would ultimately eliminate the sounding of freight horns within the project limits. Crossing signal bells would continue to generate a minimum of noise level of 75 dBA at 10 feet per American Railway Engineering and Maintenance of Way requirements.

Mitigation Measures

MM-NOI-4: Quiet Zone Establishment

Metro shall cooperate with the City of Lawndale, City of Redondo Beach, and City of Torrance to provide support and guidance during the quiet zone establishment process. The cities shall comply with FRA requirements (49 Code of Federal Regulations [CFR] Section 222.35 to Section 222.57) to establish a quiet zone(s) from north of Inglewood Avenue to south of 182nd Street, including by providing written notice to BNSF, Metro, and CPUC on its intent to establish a quiet zone(s) for the listed freight crossings:

- Inglewood Avenue
- Manhattan Beach Boulevard
- 159th Street
- 160th Street
- 161st Street
- 162nd Street
- 170th Street
- 182nd Street

MM-VIB-4: Low Impact Frogs

Frogs with spring-loaded mechanisms shall be installed to close the gaps between running rails such that a 10 dB vibration reduction is achieved and the impact is reduced to below FTA criteria (80 VdB for freight and 72 VdB for light rail). The locations of the frogs shall be verified during final design using a site-specific Detailed Vibration Assessment, including transfer mobility measurements, for the preferred alignment option (as per FTA Transit Noise and Vibration Impact Assessment Manual ("FTA Guidance"), Section 6.5).

MM-VIB-5: Resilient Fasteners

Resilient fasteners shall be installed to fasten the rail to concrete track slabs or ties such that a minimum 5 dB vibration is achieved and the impact is reduced to below FTA criteria (80 VdB for freight and 72 VdB for light rail). The locations of the resilient fasteners shall be verified during final design using a site-specific Detailed Vibration Assessment, including transfer mobility measurements, for the preferred alignment option (as per FTA guidance, Section 6.5).

MM-VIB-6: Ballast Mats

Ballast mats consist of a rubber or other type of elastomer pad that is placed under the track ballast. Ballast mats shall be installed such that a minimum 10 dB vibration reduction is achieved and the impact is reduced to below FTA criteria (80 VdB for freight and 72 VdB for light rail). The locations of the ballast mats shall be verified during final design using a site-specific Detailed Vibration Assessment, including transfer mobility measurements, for the preferred alignment option (as per FTA guidance, Section 6.5).

Finding

Impact 3.6-4.1: Ambient Noise During Operation

Mitigation Measures MM-NOI-2 and MM-NOI-3 would reduce light rail transit noise impacts to less than significant. Mitigation Measure MM-NOI-4 would require Metro to assist local jurisdictions in

establishing a quiet zone from north of Inglewood Avenue to south of 182nd Street, which would eliminate freight horn noise. With implementation of MM-NOI-2, MM-NOI-3, and MM-NOI-4, the impact would be less than significant.

Metro has committed, through Project Feature PF-NV-1, to construct all physical improvements needed for the establishment of a quiet zone, thereby enabling local jurisdictions to act. Establishment of a quiet zone is a ministerial act for FRA and falls within the jurisdiction and authority of the Cities of Torrance, Redondo Beach, and Lawndale once those improvements are in place. Quiet zones have been routinely established in similar contexts once safety upgrades are complete, providing substantial evidence that this mitigation is feasible and effective.

Although Metro cannot, itself, designate the quiet zone, CEQA Guidelines Section 15091(a)(2) provides that where another agency has the responsibility and jurisdiction to implement a measure, the lead agency may properly find that the other agency can and should do so. Metro therefore finds that the Cities of Torrance, Redondo Beach, and Lawndale can and should implement MM-NOI-4, and that with implementation of this measure, the impact would be reduced to a less than significant level. Thus, Metro adopts CEQA Findings 1 and 2, as identified in Section 3 above and in Section 15091, subdivisions (a)(1), and (a)(2) of the CEQA Guidelines.

However, in the event that the corridor cities do not implement a quiet zone pursuant to MM-NOI-4, Metro, for purposes of the Statement of Overriding Considerations set forth in Section 11 below, adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

Impact 3.6-4.3: Excessive Ground-Borne Vibration Levels During Operations

Implementation of Mitigation Measures MM-VIB-4, MM-VIB-5, and MM-VIB-6 would reduce the amount of excessive ground-borne vibration levels generated during project operation to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

5.3. BIOLOGICAL RESOURCES

The project would have a less than significant impact with mitigation related to biological resources with respect to the following significance thresholds:

- Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? (Impact 3.7-4.1)
- Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Impact 3.7-4.5)

Impacts

Impact 3.7-4.1: Adverse Effects on Special-Status Species During Construction

The southern tarplant is known to occur within the City of Torrance Open Space Preserve adjacent to the Torrance TC. Specifically, suitable habitat for southern tarplant is present along the maintenance and emergency access path located partially within the established Open Space Preserve on its perimeter. The LPA's maintenance and emergency access path would occupy approximately 7,471 square feet of the 87,036-square-foot Preserve. Direct impacts to southern tarplant would include loss

of approximately 7,471 square feet of habitat and potential mortality of individual plants within the project footprint. Potential indirect impacts could include soil and contaminant runoff during the wet season, dust during the dry season, especially during excavations, and the introduction of non-native or invasive species that could degrade habitat and outcompete southern tarplant for resources.

Impacts to southern tarplant would be less than significant with implementation of MM-BIO-1 (General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources) and MM-BIO-4 (Pre-Construction Rare Plant Survey), which would require the delineation of work limits and buffers, a pre-construction rare plant survey prior to ground disturbance, and on-site monitoring by a qualified botanist. In addition, MM-BIO-5 (Off-Site Mitigation for Southern Tarplant Habitat) would require Metro to coordinate with the City of Torrance and the California Department of Fish and Wildlife (CDFW) to identify and evaluate suitable-off-site mitigation sites for southern tarplant habitat, with the goal of establishing, preserving, and managing such habitat in perpetuity at a minimum 3:1 replacement ratio or higher if required by CDFW. If the City of Torrance elects to relocate and re-establish the entire preserve, Metro may fulfill its compensatory mitigation obligation under MM-BIO-5 by funding and implementing a proportional share of the new preserve area under an agreement that includes long-term maintenance provisions and performance standards consistent with the requirements set forth in that mitigation measure. If the City does not proceed with relocation, Metro would implement independent off-site mitigation meeting the same performance standards, including securing appropriate land rights, implementing habitat enhancement measures, conducting long-term monitoring, and establishing an endowment or other funding mechanism. Construction impacts on southern tarplant would be reduced to a less than significant level with implementation of the foregoing mitigation measures.

Direct impacts to special-status bird species are not likely to occur as moderate to high quality suitable habitat was not identified within the resource study area (RSA). However, potential direct impacts to breeding birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) Sections 3500 through 3705 may occur if construction related to the demolition of the bridges or if vegetation and tree removal occurs within the nesting bird season (defined herein as February 1 through September 15). Potential direct impacts could include the destruction of occupied nests and associated loss of young, as well as loss of suitable nesting substrate. Potential indirect impacts to breeding birds during the nesting bird season may include construction-related noise and light disturbance, the degradation of habitat related to dust settlement, nest abandonment, and an increase in opportunistic predators. Bridge demolition may also impact special-status bat species, specifically, Yuma myotis. Potential direct impacts resulting from the bridge demolition may include a loss of roosting habitat and/or direct mortalities. Potential indirect impacts may include construction-related noise, vibration, and light disturbance; all of which could lead to colony/roost abandonment.

Potential impacts to breeding birds would be less than significant through implementation of Mitigation Measure MM-BIO-2 (Nesting Bird Season Restrictions and Pre-Construction Surveys), which would require a pre-construction nesting bird survey during the nesting bird season, work/construction buffers around active nests, and the monitoring of nesting activity by qualified biologists. Impacts to special-status bat species would be less than significant through implementation of Mitigation Measure MM-BIO-3 (Roosting Bat Restrictions and Survey Requirements), which would require a bat roost habitat assessment and subsequent consultation with CDFW and preparation of a mitigation plan if presence is detected.

Impact 3.7-4.1: Adverse Effects on Special-Status Species During Operations

Maintenance activities along the Metro ROW could result in both temporary direct and indirect impacts to bird species protected under the MBTA and CFGC if trees and vegetation that have potential to support nesting birds are removed or disturbed during the nesting bird season. Potential direct impacts may subsequently cause nest abandonment (and thus loss of young), nest failure, or direct mortality of individuals. However, Metro routine maintenance during operation does not typically disturb vegetation or trees that support nesting birds.

In addition, if the City of Torrance does not proceed with relocation of the Open Space Preserve adjacent to the Torrance TC, project-related maintenance activities could result in indirect impacts to southern tarplant individuals and habitat within the Preserve. These impacts could occur from oil and fluid run-off associated with project's surface parking lot and use of the maintenance and emergency egress path, which could degrade habitat and soil quality and cause die-off of southern tarplant individuals, including the seed bank. However, such impacts are not expected because the LPA's parking lot would be impervious and designed with BMPs to retain stormwater on-site. These features and BMPs would also apply to the LPA's maintenance and emergency egress path.

If the City of Torrance does not relocate the Preserve, Metro would implement stand-alone off-site mitigation consistent with Mitigation Measure MM-BIO-5 to offset the affected portion of southern tarplant habitat. Implementation of MM-BIO-1 would further avoid or minimize degradation of habitat and soil quality, thereby preventing substantial adverse effects on southern tarplant during operation. Therefore, with implementation of MM-BIO-1 and MM-BIO-5, operation of the LPA would result in a less than significant impact to southern tarplant.

Impact 3.7-4.5: Conflicts with Local Policies or Ordinances Protecting Biological Resources During Construction

Construction of the LPA would have potential to conflict with local policies or ordinances protecting biological resources. The Open Space Preserve established for southern tarplant protection is located immediately adjacent to the project footprint (specifically, the surface parking lot) and the project's maintenance and emergency egress path would occupy approximately 7,471 square feet of the 87,036-square-foot Preserve. This encroachment would conflict with the Preserve's open space and habitat objectives and, therefore, would represent a significant impact before mitigation. Implementation of MM-BIO-5 (Off-Site Mitigation for Southern Tarplant Habitat) would reduce this impact to a less than significant level through either (1) participation in and funding of the City's relocation and re-establishment of the Preserve under an agreement that meets the mitigation measure's performance standards, or (2) implementation of an independent off-site mitigation preserve meeting the same performance standards, including long-term management and funding provisions. MM-BIO-1 (General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources) would also be implemented to avoid and minimize temporary construction-related effects within the Preserve. Thus, with implementation of MM-BIO-1 and MM-BIO-5, potential conflicts with local policies or ordinances protecting biological resources, specifically impacts to the established Open Space Preserve, would be reduced to less than significant.

Impact 3.7-4.5: Conflicts with Local Policies or Ordinances Protecting Biological Resources During Operation

The LPA's maintenance and emergency egress path near the Torrance TC Station would be located partially within the existing City of Torrance Open Space Preserve for southern tarplant. Use of the

maintenance and emergency egress path within the Preserve would represent a potential conflict with the Preserve's open space and habitat objectives, which would constitute a significant impact before mitigation. Prior to project operation, this impact would be mitigated via Mitigation Measure MM-BIO-5 (Off-Site Mitigation for Southern Tarplant) through either (1) Metro's participation in and funding of the City's relocation and re-establishment of the Preserve under an agreement that meets the mitigation measure's performance standards, or (2) implementation of an independent off-site mitigation project meeting the same performance standards, including long-term management and funding provisions. Because MM-BIO-5 would be implemented during construction, the required mitigation would be in place before operation begins. If the City does not relocate the Preserve, implementation of MM-BIO-1 (General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources) together with MM-BIO-5, would ensure operational impacts related to conflicts with local policies or ordinances protecting biological resources are reduced to a less than significant level. Thus, with implementation of MM-BIO-1 and MM-BIO-5, potential operational conflicts with local policies or ordinances protecting biological resources, specifically impacts to the established Open Space Preserve, would be less than significant.

References in the Draft and Final EIR

- Section 3.7, Biological Resources, Subsections 3.7-4.1.1 and 3.7-4.1.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Mitigation Measures

MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources

Prior to the initiation of construction activities, construction work limits shall be defined and marked (i.e., by caution tape, temporary fencing, etc.). All temporary fencing or other markers must be clearly visible to construction personnel.

Prior to and during construction, a qualified Biologist, selected by Metro, shall confirm that the outer perimeter of the construction work limits, fencing, and erosion control measures are properly installed and shall monitor compliance with these measures within and adjacent to the Open Space Preserve. No native vegetation removal or grading shall occur within any remaining areas of the Open Space Preserve.

Fenced impact limits shall include erosion control measures to minimize erosion and siltation during initial vegetation clearing/removal and construction through the use of silt fencing, siltation basins, gravel bags, or other controls necessary to stabilize the soil in cleared or graded areas. Erosion control measures would be installed prior to the onset of vegetation clearing/removal. These measures would be maintained in good repair until the completion of construction. Vegetation clearing/removal during routine maintenance shall also include similar erosion control measures. Specific work areas within the Torrance TC Station site adjacent to portions of the Open Space Preserve that remain in place, if the City of Torrance does not relocate the Preserve to a different site prior to construction, shall include specific erosion and run-off control measures necessary to ensure no contaminants enter the fenced impact limits of the Open Space Preserve and consequently degrade any remaining habitat for the southern tarplant. These erosion and run-off control measures shall be implemented long-term per Regional Water Quality Control Board requirements to ensure the continued protection of the Open Space Preserve and quality of habitat within. These measures are in addition to, and not in lieu of, the compensatory mitigation requirements of MM-BIO-5, which shall be implemented prior to any ground-disturbing activities within the Southern Tarplant Open Space Preserve.

MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys

The clearance of vegetation or demolition of nesting substrate (i.e., bridge features) during construction shall occur outside of the nesting bird season (nesting bird season defined herein as February 1 through September 15), if feasible. If vegetation removal and/or demolition outside this time period is not feasible, the following additional measures shall be employed to avoid impacts to nesting birds protected under the MBTA and CFGC.

A pre-construction nesting bird survey shall be conducted by a qualified biologist (i.e., a biologist familiar and experienced with the identification and life histories of wildlife and plant species in southern California) within 72 hours, or as determined by the qualified biologist, prior to the start of construction activities to determine whether active nests are present within or directly adjacent to the construction zone. Nests found shall be recorded.

If construction activities must occur within 150 feet of an active nest of any passerine bird or within 300 feet of an active nest of any raptor, a qualified biologist shall monitor the nest on a bi-weekly (twice a week) basis, or at a frequency necessary to determine potential project impacts, and the construction activity shall be postponed until the biologist determines that the nest is no longer active.

If the recommended nest avoidance zone is not feasible, the qualified biologist shall provide justification on a case-by-case basis if a buffer reduction is possible, taking into consideration the location of work and type of activity, distance of nest from work area, surrounding vegetation, and line-of-sight between the nest and work areas, tolerance of species to disturbance, and observations of the nesting bird's reaction to construction activities (including light, noise, dust, and human presence). If the biologist determines nesting activities may fail as a result of work activities, work activities shall be modified or shall temporarily cease (except access along established roadways) within the recommended no-disturbance buffer until the biologist determines the adults and young are no longer reliant on the nest site.

Buffers shall be delineated (by or under the supervision of a qualified biologist) on-site with bright flagging, for easy identification by staff and the construction team. The perimeter of the buffer (150 feet to 300 feet depending on the species) shall be flagged so as not to draw predator attention to the direct location of the nest itself and flagging will be minimized where feasible. The on-site construction supervisor and operator staff shall be notified of the nest and the buffer limits to ensure it is maintained.

The indirect impacts of night-time construction lighting on nesting birds outside the construction limits shall be reduced by shielding or directing construction lighting to avoid light encroachment into adjacent habitats.

A summary of pre-construction surveys, monitoring efforts, and any no-disturbance buffers that were installed shall be documented in a report by the qualified biologist at the conclusion of each nesting season.

MM-BIO-3: Roosting Bat Restrictions and Survey Requirements

Prior to any construction disturbance on or near bridges, a bat roost habitat assessment shall be performed by a qualified biologist (i.e., a biologist familiar with bat identification and ecology in southern California) at each location in order to identify both potential day time and nighttime roosting activity and maternity roosts, for bat species with potential to occur. The bat roost habitat assessment shall be conducted during the spring/summer months between April 1 through August 31 to most effectively identify maternity roost activity. Signs indicating active use by bat species may include guano,

urine staining, and audible vocalizations; and shall be recorded upon observation for inclusion in a summary report.

If active maternity roosts are identified, consultation shall occur with CDFW and a bat mitigation plan shall be prepared in advance of construction that shall include measures to avoid, minimize, and mitigate project impacts to bat species per conversations with, and recommendations from, CDFW. The bat mitigation plan may include bat exclusion measures to be implemented outside the California maternity season (the maternity season is defined as April 1 through August 31 in southern California) in order to prevent potential direct impacts to individuals. During the maternity season, a recommended buffer shall be implemented around any active maternity roosts, and no project related activities shall occur within the buffer until a biologist has determined that the roost is no longer in use. In addition, the bat mitigation plan shall require the replacement of lost habitat associated with demolition of the bridges and shall include mitigation addressing loss of roosts; this replacement should be on site when feasible and off site only when on site replacement is not feasible. The mitigation plan shall include required monitoring of mitigation to ensure the success of the proposed mitigation measures.

MM-BIO-4: Pre-Construction Rare Plant Survey

Prior to construction, if the Open Space Preserve has not been fully relocated and portions of the Preserve remain, suitable habitat in the portion of the RSA immediately adjacent to the Open Space Preserve shall be visually surveyed on foot by a qualified botanist (i.e., a botanist familiar with southern tarplant identification) in order to identify potential southern tarplant presence. Surveys should be conducted during the appropriate blooming period for optimal identification (defined as May – November).

If individuals are detected, individuals shall be flagged, and this area shall be clearly marked for avoidance through visible signage and fencing. A buffer zone shall be established of at least 50 feet from the outermost perimeter of the population in order to sufficiently eliminate potential disturbance to the plants from human activity and any other potential sources of disturbance including trampling, erosion, and dust. No vegetation removal, grading, or other earthwork shall occur within areas designated for avoidance. These avoidance requirements apply to southern tarplant individuals outside the permanent impact footprint of the project within the Open Space Preserve. Impacts to individuals within the permanent project footprint shall instead be addressed through the compensatory mitigation requirements of MM-BIO-5.

A qualified botanist shall perform bi-weekly (twice per week) site visits, or at a frequency necessary to ensure protection of any remaining areas of the Open Space Preserve, during all construction activities occurring immediately adjacent to any remaining areas of the Open Space Preserve to ensure construction activities remain within the designated, and delineated, approved construction area; and that construction fencing, and other boundary demarcations remain in the appropriate condition.

MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat

Prior to construction, Metro shall coordinate with the City of Torrance and CDFW to identify and evaluate one or more suitable off-site mitigation sites for southern tarplant habitat. The goal of this effort is to mitigate the permanent loss of southern tarplant habitat through the establishment, preservation, and long-term management of suitable off-site mitigation habitat.

Metro shall ensure that mitigation occurs at a minimum 3:1 ratio for habitat area, or at a higher ratio if required by CDFW. A site-specific biological assessment, prepared by a qualified botanist (i.e., a botanist familiar with identification, survey, and management of southern tarplant), shall demonstrate that the

selected mitigation site(s) have appropriate soil, hydrology, and ecological conditions to support self-sustaining, long-term tarplant populations.

It is Metro's understanding that the City of Torrance is currently evaluating the relocation and re-establishment of the entire Open Space Preserve to the Elm Water Yard in the City of Torrance. If the City elects to proceed with that relocation, Metro may satisfy its mitigation obligation by entering into an agreement with the City to fund and implement a proportional share of the new preserve area. This agreement must include provisions for a non-wasting endowment or other long-term funding mechanism sufficient to cover Metro's proportional share of perpetual management costs and must include performance standards equivalent or greater than those described in this mitigation measure for Metro's proportional share.

If the City of Torrance opts not to relocate and re-establish the Open Space Preserve, Metro shall implement an independent off-site mitigation project that achieves the same performance standards for habitat value and long-term viability, including securing a conservation easement, deed restriction, or other legally enforceable land protection instrument; implementing habitat enhancement measures; conducting long-term monitoring, and establishing a non-wasting endowment or other funding mechanism sufficient to cover Metro's proportional share of perpetual management costs. Metro shall make a reasonable, documented effort to implement the off-site mitigation within the City of Torrance.

If no appropriate off-site mitigation site can be identified within the City of Torrance, Metro shall identify and evaluate one or more suitable sites outside the City, such as an existing preserve that includes the same species of southern tarplant, that achieve the same habitat value and long-term viability standards as determined by a qualified botanist.

A qualified botanist shall also prepare a Southern Tarplant Translocation/Enhancement Plan in consultation with CDFW that includes feasible and achievable performance standards. The plan shall include, but is not limited to, methods and sourcing guidelines for seed collection (to occur for a minimum of two years); BMPs for planting and invasive species control; monitoring protocols, and a schedule of implementation activities. The Translocation Plan shall be finalized prior to any ground-disturbing activities that could affect the Southern Tarplant Open Space Preserve.

If, after a reasonable and documented effort, no suitable off-site mitigation site can be identified or implemented within or outside the City of Torrance, Metro shall consult with CDFW to identify an alternative mitigation strategy that achieves equivalent biological value and long-term viability. This may include payment of an in-lieu fee to a CDFW-approved land management entity, provided that the entity commits to establishing, preserving, and managing southern tarplant habitat in perpetuity at a minimum ratio of 3:1 or higher, consistent with the performance standards described above.

Findings

Impact 3.7-4.1: Adverse Effects on Special-Status Species During Construction

Implementation of Mitigation Measures MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, and MM-BIO-5 would reduce the impact on special-status species generated by project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

Impact 3.7-4.1: Adverse Effects on Special-Status Species During Operations

Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-5 would reduce the impact on special-status species generated by project operation to a less than significant level. Thus, Metro adopts CEQA

Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

Impact 3.7-4.1: Conflicts with Local Policies or Ordinances Protecting Biological Resources During Construction

Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-5 would ensure that construction of the project would not conflict with the Open Space Preserved established by the City of Torrance for southern tarplant. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

Impact 3.7-4.1: Conflicts with Local Policies or Ordinances Protecting Biological Resources During Operation

Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-5 would be implemented prior to operation of the project, which would ensure that operation of the project does not conflict with the Open Space Preserve. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

5.4. GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

The project would have a less than significant impact with mitigation related to geology, soils, and paleontological resources with respect to the following significance thresholds:

- Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Impact 3.8-4.9)

Impact

Impact 3.8-4.9: Destroy A Paleontological/Geologic Feature During Construction

The northern section of the RSA is underlain by an older Quaternary alluvium geologic unit (Qoa) that has high paleontological sensitivity. Grading and excavation activities within this formation could cause potentially significant impacts to paleontological resources, should they be encountered and destroyed without intervention. For these locations, Mitigation Measure MM-GEO-1 (Engage a Qualified Paleontological Resources Specialist) would be implemented, which would require hiring a qualified paleontologist to monitor grading and excavation within highly sensitive geologic formations (or direct subsurface microfossil testing when subsurface soil observation is not possible). In the event of a discovery, MM-GEO-1 would require temporary halting of activities, examination of the discovery, and documentation and treatment of finds, as determined by the qualified paleontologist. Therefore, with implementation of MM-GEO-1, impacts would be reduced to less than significant.

References in the Draft and Final EIR

- Section 3.8, Geology, Soils, and Paleontological Resources, Subsection 3.8-4.9.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Mitigation Measures

MM-GEO-1: Engage a Qualified Paleontological Resources Specialist

Grading and excavation equating to 1,000 cubic yards or more at depths of 13 feet or greater within highly sensitive Qoa geologic formation shall require monitoring by a qualified paleontologist, including the following measures:

> Prior to beginning any work that requires paleontological monitoring:

- Metro shall retain the services of a qualified paleontologist meeting the standards of the Society of Vertebrate Paleontology (SVP) to compose a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) identifying the steps to be taken in the event of the inadvertent discovery of paleontological resources.
- A preconstruction meeting will be held that includes the qualified paleontologist, Construction Manager and/or Grading Contractor, and other appropriate personnel so the qualified paleontologist can make comments and/or suggestions concerning the monitoring program to the Construction Manager and/or Grading Contractor.
- The qualified paleontologist will (at that meeting or subsequently) submit to the Project Manager a copy of the site/grading plan (reduced to 11 x 17 inches) that identifies areas to be monitored as well as areas that may require delineation of grading limits.
- The qualified paleontologist will also coordinate with the Project Manager on the construction schedule to identify when and where monitoring is to begin and to specify the start date for monitoring.

> The qualified paleontologist will document monitoring activity on a standardized form. A record of daily activity will be sent to Metro and the Project Manager each month.

> The qualified paleontologist will be present initially during all earth-moving activities. After 50 percent of the excavations are complete within the unit, if no significant fossils have been recovered, the level of monitoring may be reduced or suspended entirely at the qualified paleontologist's discretion and in consultation with Metro.

> At locations where sensitive subsurface soils cannot be observed during ground disturbing activities, such as driving of piles, a subsurface investigation to test for the presence or absence of microfossils should be implemented under the direction of a qualified paleontologist following SVP guidelines. Prior to the start of ground disturbance, mechanical coring, or other methods determined appropriate by the paleontologist, will be used to collect a test sample of 600 lbs. (0.4 cubic yards) to be wet screened. In the event fossil remains are identified, two standard samples of 6,000 lbs. each (4.0 cubic yards) shall be collected for processing following SVP guidelines for microfossil salvage.

> Discoveries

- Discovery Process – In the event of a discovery, and when requested by the qualified paleontologist, the Project Manager will be contacted and will divert, direct, or temporarily halt ground-disturbing activities in the area of discovery to allow for preliminary evaluation of potentially significant paleontological resources. The paleontologist will also immediately notify Metro of such findings at the time of discovery.
- Determination of Significance – The significance of the discovered resources will be determined by the paleontologist in consultation with the Project Manager and Metro, who must concur with the evaluation before grading activities will be allowed to resume.
- Documentation and Treatment of Finds – Based on the scientific value and/or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. If treatment and salvage are required,

recommendations will be consistent with SVP 2015 guidelines and currently accepted scientific practice. Work in the affected area may resume once the fossil has been assessed and/or salvaged and a paleontological monitor is present.

- Notification of Completion – The paleontologist will notify Metro in writing of the end date of monitoring.
- Handling and Curation of Significant Paleontological Specimens and Letter of Acceptance – The paleontologist will ensure that all significant fossils collected are appropriately prepared and permanently curated with an appropriate institution, and that a letter of acceptance from the curation institution has been submitted to Metro.
- Final Results Reports (Monitoring and Research Design and Recovery Program) – Prior to completion of the Proposed Project, two copies of the Final Results Report (even if no significant resources were found) and/or evaluation report, if applicable, which describe the results, analysis, and conclusions of the Paleontological Monitoring Program (with appropriate graphics) will be submitted to Metro for approval.

Finding

Impact 3.8-4.9: Destroy A Paleontological/Geologic Feature During Construction

Implementation of Mitigation Measure MM-GEO-1 would reduce the impact to unique paleontological resources generated by project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

5.5. CULTURAL RESOURCES

The project would have a less than significant impact with mitigation related to cultural resources with respect to the following significance thresholds:

- Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (Impact 3.13-4.2)
- Would the project disturb any human remains, including those interred outside of formal cemeteries? (Impact 3.13-4.3)

Impacts

Impact 3.13-4.2: Adverse Change to Archaeological Resources During Construction

Project construction is not likely to impact any known archaeological resources. The records search of the California Historical Resources Information System (CHRIS) identified one previously recorded resource, P-19-000100, within the RSAs. P-19-000100 is a prehistoric archaeological resource, represented by only two stones, that was recorded as one of a series of small prehistoric campsites in Torrance by F.H. Racer in 1939; however, the context related to the exact location of the resource and means of discovery are not fully known. It is possible that unknown archaeological resources lay buried throughout the RSA and could be impacted by project construction. The LPA has the potential to disturb or destroy a significant unknown archaeological resource. Mitigation Measure MM-CUL-1 (Cultural Resources Identification Training) would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation Measure MM-CUL-2 (Cultural Resources Monitoring and Mitigation Plan) would also be implemented, which would establish procedures to stop work in the event of an unanticipated discovery and ensure that discovered

resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With implementation of Mitigation Measures MM-CUL-1 and MM-CUL-2, the impact would be reduced to less than significant.

Impact 3.13-4.3: Disturb Human Remains During Construction

There are known cemeteries containing human remains within the RSA. However, the LPA has moderate sensitivity for encountering historic remains near El Nido Park and a low sensitivity for buried Native American archaeological deposits, which could include human remains. Human remains could be encountered in fill, re-deposited, or disturbed soils, as well as intact soils. Disturbance of significant unknown human remains would result in a significant impact. Mitigation Measure MM-CUL-3 (Unanticipated Discovery of Human Remains) would be implemented for construction near El Nido Park and Pacific Crest Cemetery, which would require monitoring in accordance with the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as well as establish treatment measures and avoidance strategies for any remains that are identified. With implementation of Mitigation Measure MM-CUL-3, construction would result in a less than significant impact related to disturbance of human remains.

References in the Draft and Final EIR

- Section 3.13, Cultural Resources, Subsections 3.13-4.2.1 and 3.13-4.3.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Mitigation Measures

MM-CUL-1: Cultural Resources Identification Training

Prior to the issuance of notice to proceed with construction, all construction personnel involved in ground-disturbing activities shall be provided with appropriate cultural resources training. The training shall instruct the personnel regarding the legal framework protecting cultural resources, typical kinds of cultural resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or are inadvertently discovered. The training shall be prepared by a Secretary of the Interior (SOI) professionally qualified archaeologist, in consultation with interested Native American tribes consulting under Assembly Bill (AB) 52, who shall provide information on resources of interest to Native American tribes and include cultural resources and artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction.

MM-CUL-2: Cultural Resources Monitoring and Mitigation Plan

Prior to the issuance of notice to proceed with construction, the construction contractor shall prepare, and Metro shall review and approve, a CRMMP. The CRMMP shall be prepared in consultation with a Secretary of the Interior-qualified archaeologist and interested Native American tribes consulting under AB 52.

At a minimum, the CRMMP shall:

- Identify the areas where archaeological and Native American monitoring will occur, consistent with MM-CUL-3, and describe monitoring methods and reporting requirements.
- Establish the protocol to follow in the event of an unanticipated discovery, requiring that, if an archaeological deposit is identified, the construction contractor shall stop construction within 50 feet of the exposed resource until a Secretary of Interior professionally qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations [CCR], Title 14, Section

15064.5[f]). If the resource is determined to be a historical resource (as defined in PRC Section 21084.1) or a unique archaeological resource (as defined in PRC Section 21083.2[g]), the CRMMP shall require:

- Avoidance of the resource, where feasible, through project redesign, preservation in place, capping or other methods consistent with Title 14, Section 15126.4(b)(3).
- Where avoidance is not feasible, as determined by Metro, in light of factors such as the nature of the find, LPA design, costs, and other considerations, data recovery shall be implemented through excavation and documentation consistent with the Secretary of Interior's Standards for Archaeology and Historic Preservation (48 Fed. Res. 44716) and the State Office of Historic Preservation Standards.

> Define performance standards requiring all data recovery efforts to obtain information necessary to address important research questions, that all recovered be cleaned, catalogued, and curated at a qualified repository that meets federal and state curation standards, and that a comprehensive technical report be prepared and filed with the South Central Coastal Information Center of the CHRIS.

> Incorporate tribal consultation with Native American tribes consulting under AB 52.

> Provide documentation and reporting protocols for submitting monitoring logs during construction and a final report documenting all findings to be submitted to Metro, consulting tribes, and CHRIS.

The CRMMP shall be implemented throughout all ground-disturbing activities in previously undisturbed areas or areas of deep excavation below the depth of prior disturbance (generally assumed to be 5 feet unless site-specific studies show a greater or lesser depth of prior disturbance), or as otherwise required by MM-CUL-3.

MM-CUL-3: Unanticipated Discovery of Human Remains

Archaeological and Native American monitoring (see MM-CUL-1 and MM-TCR-1) shall be required during all ground- disturbing activities in areas of excavation extending below the depth of prior disturbances, as defined in MM-CUL-2, and in areas adjacent to known cemeteries or other locations where the potential for encountering human remains is elevated, including El Nido Park (located between the Kingsdale Avenue and 186th Street cross section to 182nd Street) and the Pacific Crest Cemetery (2701 182nd Street). Archaeological monitoring shall be conducted in accordance with the Project CRMMP required by MM-CUL-2, which establishes monitoring methods, evaluation procedures, treatment, standards, and reporting requirements. If human remains and/or associated funerary objects are encountered, then work shall be halted within 50 feet of the find and California Health and Safety Code Section 5097.98 and PRC Section 5097.98 shall be followed, including immediate notification of the County Coroner and consultation with the Most Likely Descendent identified by the Native American Heritage Commissions.

Findings

Impact 3.13-4.2: Adverse Change to Archaeological Resources During Construction

Implementation of Mitigation Measures MM-CUL-1 and MM-CUL-2 would reduce the impact on archeological resources generated by project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

Impact 3.13-4.3: Disturbance of Human Remains During Construction

Implementation of Mitigation Measure MM-CUL-3 would reduce the impact on human remains generated by project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

5.6. TRIBAL CULTURAL RESOURCES

The project would have a less than significant impact with mitigation related to tribal cultural resources with respect to the following significance thresholds:

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)? (Impact 3.14-4.1)
- Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? (Impact 3.14-4.2)

Impacts

Impact 3.14-4.1: Substantial Adverse Change in The Significance of a Tribal Cultural Resource During Construction

Despite prior disturbances, the excavations associated with the LPA have the potential to adversely impact a significant tribal cultural resource. Thus, Mitigation Measure MM-TCR-1 (Native American Monitoring) would require retention of a Native American Monitor from, or approved by, consulting tribes under AB 52. Mitigation Measure MM-TCR-2 (Unanticipated Discovery of Tribal Cultural Resource Objects [Non-Funerary/Non-Ceremonial]), would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of non-funerary/non-ceremonial objects of Native American origin. Mitigation Measure MM-TCR-3 (Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects), would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of funerary/ceremonial objects of Native American Origin. Therefore, with implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, the impact would be reduced to less than significant.

Impact 3.14-4.2: Substantial Adverse Change in The Significance of a Tribal Cultural Resource Determined by a Lead Agency During Construction

No resources have been determined by Metro, in its discretion and supported by substantial evidence, to be significant tribal cultural resources within the RSA. However, excavations associated with construction have the potential to disturb and destroy an unknown significant tribal cultural resource. This disturbance of significant tribal cultural resources could result in a significant impact. Thus,

Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3 would be implemented. With implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, the impact would be reduced to less than significant.

References in the Draft and Final EIR

- Section 3.14, Tribal Cultural Resources, Subsections 3.14-4.1.1 and 3.14-4.2.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Mitigation Measures

MM-TCR-1: Native American Monitoring

Prior to the issuance of notice to proceed with construction, Metro shall document retention of a Native American Monitor from, or approved by, consulting tribes under AB 52.

Native American monitoring shall be required during all excavation that extends below the depth of prior disturbance, as defined in MM-CUL-2, and in any areas identified through the cultural resources search or tribal consultation as having higher potential for intact tribal cultural resources. Native American monitoring shall be conducted in coordination with archaeological monitoring required under MM-CUL-3 and consistent with the CRMMP prepared under MM-CUL-2.

If, after a good-faith effort, a qualified Native American monitor is not available at the time ground-disturbing activities are scheduled, construction may proceed with archaeological monitoring in accordance with MM-CUL-3, provided that consultation with the tribes continues regarding treatment of any tribal cultural resources identified. For the purposes of this measure, a good-faith effort shall consist of documented outreach to consulting tribes regarding the construction schedule, made at least 15 working days in advance of the ground-disturbance start date, with at least one follow-up attempt by phone or email if no response is received.

The Native American Monitor shall prepare monitoring documentation describing the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, locations of monitoring, soil types, and any cultural or tribal resources identified, including but not necessarily limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. The documentation shall be prepared in accordance with the CRMMP and provided to Metro. Metro shall make the documentation available to consulting tribes upon request.

Native American monitoring may conclude when Metro determines, in consultation with the project archaeologist and consulting tribes, that all ground-disturbing activities with the potential to affect tribal cultural resources have been completed.

MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

In the event that potential cultural material is discovered during ground-disturbing activities, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet). The discovery shall be evaluated promptly by the archaeological and Native American monitors in accordance with the CRMMP required by MM-CUL-2. If the find is determined to be a tribal cultural resource under PRC Section 21074, Metro, in consultation with the monitors and consulting tribes under AB 52, shall determine appropriate treatment consistent with the protocols and performance standards set forth in MM-CUL-2. Preservation in place, including avoidance or protective

measures such as capping, shall be the preferred treatment. If preservation in place is not feasible, mitigation shall be implemented through data recovery and documentation in accordance with the SOI's Standards and CEQA Guidelines Section 15126.4(b), with tribal consultation to ensure culturally appropriate treatment.

MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute.

In the event that human remains or associated funerary objects are encountered during ground-disturbing activities, construction shall halt within 50 feet of the find. The discovery shall be addressed in accordance with the CRMMP required by MM-CUL-2 and the protocols set forth in MM-CUL-3. Consistent with California Health and Safety Code Section 7050.5, the County Coroner shall be notified immediately. If the remains are determined to be Native American, the Native American Heritage Commission shall be contacted, and consultation shall occur with the Most Likely Descendant identified by the Commission, pursuant to PRC Section 5097.98.

Native American human remains and associated funerary or ceremonial objects shall be treated together as a single burial unit under PRC Section 5097.98(d), with preservation in place as the preferred treatment.

If preservation in place is not feasible, the Most Likely Descendant, in consultation with Metro, shall determine culturally appropriate treatment in accordance with PRC Section 5097.98(d)(2). Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Findings

Impact 3.14-4.1: Substantial Adverse Change in The Significance of a Tribal Cultural Resource During Construction

Implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3 would reduce the impact on tribal cultural resources from project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

Impact 3.14-4.2: Substantial Adverse Change in The Significance of a Tribal Cultural Resource Determined by a Lead Agency During Construction

Implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3 would reduce the impact from project construction on unique tribal cultural resources as determined by a lead agency to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

6. FINDINGS FOR ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

This section discusses the impacts found to be less than significant, and no mitigation is required.

6.1. TRANSPORTATION

The project would have a less than significant impact related to transportation with respect to the following significance thresholds:

- Will the project conflict with a program, plan ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Impact 3.1-4.1)
- Will the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) [increase in VMT]? (Impact 3.1-4.2)
- Will the project substantially increase hazards due to a geometric design feature or incompatible uses? (Impact 3.1-4.3)
- Will the project result in inadequate emergency access? (Impact 3.1-4.4)

Impacts

Impact 3.1-4.1: Conflict with Plans During Construction

Given the temporary nature of construction, it is not expected that construction of the LPA would preclude any programs, plan ordinances, or policies addressing the circulation system. Construction will temporarily reduce travel lanes and has the potential to temporarily close access through railroad crossings, which could necessitate that traffic be detoured to another parallel route. Constructing the trenches at 170th Street in Lawndale and 182nd Street in Redondo Beach may require alternating full closures of roadways, and construction of the roadway bridges crossing the trenches would be phased so as not to simultaneously close parallel adjacent crossings. As part of Project Feature PF-T-1 (Construction Traffic Management Plan), prior to the initiation of localized project construction activities, construction traffic management plans (CTMPs) would be prepared. The CTMPs will specify street closure information, detour plans, haul routes, and staging plans and will include provisions for maintaining safe access or alternate routes of travel for all road users and transit. PF-T-1 reflects standard construction practice for Metro projects and provides part of the substantial evidence supporting the conclusion that the LPA would not conflict with a program, plan, or policy addressing the circulation system during construction. Therefore, a less than significant impact would occur.

Impact 3.1-4.1: Conflict with Plans During Operations

The LPA introduces a new transit option consistent with several local jurisdictions' transportation policy objectives, provides new bicycling and walking infrastructure along the Metro ROW, and offers an alternative to driving that is anticipated to reduce vehicle trips.

As described in the 2025 Ridership Summary Report, available on the Metro website, Metro has updated the operational scenario for the LPA to reflect the C-2 Operating Plan. This change affects only how Metro designates and operates its service lines and does not alter the LPA's physical features, alignment, station locations, construction methods, or operational characteristics relevant to environmental impacts (e.g., train frequency, electrical demand, or service hours). Ridership modeling under the C-2 Operating Plan shows improved connectivity within the regional rail network, resulting in

higher projected ridership and associated travel benefits. Therefore, the conclusions of the environmental analysis remain valid, and the LPA would continue to have a less than significant impact.

As described in Section 3.2 above, per CEQA Guidelines, § 15088.5(a), recirculation of an EIR is required only when "significant new information" is added to the EIR or the record, such as information showing that the project would result in new or substantially more severe significant environmental impacts, or that a feasible alternative or mitigation measure considerably different from those previously analyzed would substantially reduce one or more significant impacts are available but the project proponent declines to adopt it. The updates reflected in the C-2 Operating Plan do not trigger any of these conditions. Rather, the revised operating plan clarifies and updates the operational assumptions analyzed in the Draft EIR without changing the project's physical characteristics, environmental setting, or mitigation commitments. (See Memorandum re: Vehicle Miles Traveled Correction to the C Line (Green) Extension to Torrance Project, October 2025). Accordingly, the new information does not constitute significant new information within the meaning of CEQA Guidelines section 15088.5, and recirculation of the EIR is not required.

Impact 3.1-4.2: Induce Vehicle Miles Traveled During Construction

Due to the temporary nature of construction traffic associated with the LPA, a substantial increase in vehicle miles traveled (VMT) would not be anticipated to result from construction. Given the temporary nature of construction industry jobs, the relatively large regional construction industry, and the total number of construction workers needed during any construction phase, it is likely that the labor force from within the region would be sufficient to complete the majority of project construction without a substantial influx of new workers and their families and would not result in a substantial increase in VMT. Therefore, construction of the LPA would not conflict or be inconsistent with CEQA Guidelines Section 15064.3 and there would be a less than significant impact.

Impact 3.1-4.2: Induce Vehicle Miles Traveled During Operations

Per CEQA Guidelines Section 15064.3(b), transportation projects that reduce or have no impact on VMT should be presumed to cause a less than significant transportation impact. As a non-automobile modal option, the LPA is expected to result in either a positive or neutral effect on VMT, resulting in consistency with CEQA Guidelines Section 15064.3(b). Thus, project operation would result in a less than significant impact.

Impact 3.1-4.3: Increase Hazards Due to Geometric Design During Construction

Project construction would introduce partial and full street closures and closed worksites on streets for construction activities, such as foundations and steel erection. Construction worksites would be fenced, and lane closures and associated lane tapers, temporary advance warning signs, detour signs, etc., would be implemented in accordance with the Part 6 (Temporary Traffic Control) of the California Manual on Uniform Traffic Control Devices (CAMUTCD) to ensure that no significant geometric design hazards are introduced during the construction period. As elements such as columns are constructed, the potential for visibility obstructions for road users could be introduced. As part of Project Feature PF-T-1, CTMPs would be prepared in compliance with the CAMUTCD. The CTMPs would provide for safe separation of road users from construction activities, ensure visibility of pedestrians and at marked or signalized crossings meets engineering standards, and if necessary, detour vehicles, pedestrians, and/or bicyclists along a safer route, minimizing inconvenience to the extent practical. PF-T-1 reflects standard construction practice for Metro projects and provides part of the substantial evidence supporting the conclusion that construction of the LPA would not substantially increase hazards due to a geometric design feature or incompatible uses. Accordingly, a less than significant impact would occur.

Impact 3.1-4.3: Increase Hazards Due to Geometric Design During Operations

The LPA would not include support columns for section of elevated guideway near intersections that obstruct a motorist's view of a crossing pedestrian as part of the elevated configuration portion of the alignment. Proposed bridges or columns are not expected to degrade visibility, as they would be sufficiently high or not within stopping distance of any signalized intersections. In addition, the two roadways that cross the trench portion of the alignment would be reconstructed as bridges over the trench with safe clearance and barriers to prevent road users from entering the trench. Eight existing freight crossings between Inglewood Avenue and 182nd Street would be upgraded with railroad crossing gates and warning devices consistent with CAMUTCD standards. Thus, project operation would not substantially increase hazards due to a geometric design feature or incompatible uses, and a less than significant impact would occur.

Impact 3.1-4.4: Inadequate Emergency Access During Construction

Project construction would occur in various phases, which would have different effects on the street system. Any temporary full or partial street closures during construction would, by necessity, increase traffic volumes on the detour routes, which could increase traffic congestion on those routes. However, the LPA is located in an established urban area that is well-served by the surrounding roadway network, and multiple routes exist parallel to the affected streets. Emergency vehicle drivers normally have a variety of options for avoiding traffic such as using sirens to clear a path of travel, driving in the lanes of opposing traffic or center turn lanes, and bypassing signals and stopped traffic. As part of Project Feature PF-T-1, CTMP would be prepared to maintain access in and around the project construction areas and component sites throughout all construction activities. PF-T-1 reflects standard construction practice for Metro projects and provides part of the substantial evidence supporting the conclusion that adequate emergency access would be maintained. Therefore, there would be a less than significant impact.

Impact 3.1-4.4: Inadequate Emergency Access During Operations

The LPA fully grade-separates the light rail and maintains the existing road network above the two trenches at 170th Street and 182nd Street. Thus, there would be no effect on emergency access. Existing freight rail crossings would remain at-grade and would not decrease emergency access compared to existing conditions. Existing freight rail service is generally infrequent (e.g., typically one to two trains per day) and potential blocking of crossings is rare. Therefore, there would be a less than significant impact.

References in the Draft and Final EIR

- Section 3.1, Transportation, Subsections 3.1-4.1, 3.1-4.2, 3.1-4.3, and 3.1-4.4 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

PF-T-1. Construction Traffic Management Plan

The MRDC requires that contractors develop a CTMP prior to the initiation of localized construction activities. Per Metro standard practice, this CTMP (inclusive of street closure information, detour plans, haul routes, and a staging plan) shall be prepared and submitted to the Cities of Lawndale, Redondo Beach, and Torrance for review. For the Hawthorne Option, it would also be submitted to Caltrans. Caltrans would also review selected areas of the LPA, such as bridge construction over Hawthorne Boulevard. The CTMPs shall be based on the nature and timing of the specific construction activities at

each of the construction sites. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the project. The CTMPs may be updated during construction to reflect evolving conditions and site-specific needs. The CTMPs will include, but not be limited to, the following elements, as appropriate:

- As traffic lane, parking lane, sidewalk closures and full road closures are anticipated, worksite traffic control plans, approved by the local jurisdictions and Caltrans, shall be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- As partial and full street closures are anticipated at various locations during portions of the Project construction, detour plans, approved by the local jurisdictions, shall be developed and implemented to route vehicular traffic, pedestrians and bicyclists to alternative routes during these periods, including maintaining access for these modes across Hawthorne Boulevard during construction.
- Ensure that vehicle and pedestrian access will remain available from at least one entry and egress point for properties in proximity to the LPA and component sites during construction with access to businesses maintained during normal business hours; nighttime closures may be possible and accordingly arranged with property owners.
- Coordinate with the city and emergency service providers to ensure emergency access is provided to the LPA and component sites and neighboring land uses. Emergency access points will be marked accordingly in consultation with local fire departments, as applicable.
- Provide off-site truck staging in a legal area furnished by the construction truck contractor.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.

Mitigation Measures

The impacts under the thresholds above will be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these transportation impacts will be less than significant.

6.2. LAND USE AND PLANNING

The project would have a less than significant impact related to land use and planning with respect to the following significance thresholds:

- Would the project physically divide an established community? (Impact 3.2-4.1)
- Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Impact 3.2-4.2)

Impacts

Impact 3.2-4.1: Divide an Established Community During Construction

Construction activities would likely cause disruptions in traffic flow, including road closures and potential traffic delays where construction activities would occur. Less substantial roadway construction activities that would occur for the LPA include construction of at-grade freight crossings, curb ramps,

striping, and signage. All construction impacts would be temporary, the duration of activity would be limited, and construction would be completed in phases, limiting their ability to divide the communities. As part of Project Feature PF-T-1, a CTMP would be prepared and implemented to maintain automobile, walking, bicycling, and other transportation access during all phases of construction. Consistent with Metro standard practice, the CTMP (including street closure information, detour plans, haul routes, and a staging plan) would be submitted to the Cities of Lawndale, Redondo Beach, and Torrance for review. PF-T-1 reflects standard construction practice and provides part of the substantial evidence supporting the conclusion that construction of the LPA would not physically divide an established community. Therefore, the impact would be less than significant.

Impact 3.2-4.1: Divide an Established Community During Operations

The key operational elements of the LPA that could impact the cohesion of an established community are light rail transit tracks, TPSS sites, fencing, realigned freight tracks, and stations. The majority of east-west streets along the corridor currently dead-end at the existing Metro ROW. Thus, the addition of a light rail line would not change the overall roadway network and connectivity within the RSA. Currently, the existing freight tracks run through a predominantly residential area in Lawndale, where safety fencing (required where adjacent to freight) is not maintained or has been breached, allowing local residents to cross the Metro ROW outside of the designated crossings and use the freight corridor for recreational activities. With the operation of the light rail line and rebuilding of freight track, local residents would no longer be able to freely cross the Metro ROW in areas where existing fencing is breached, as the LPA would include new or repaired security fencing and other barriers (such as soundwalls proposed as mitigation) adjacent to the light rail tracks. These barriers would restrict the current level of unauthorized pedestrian access into the Metro ROW, but they would not physically divide the community because residents would still be able to cross the Metro ROW at the existing crossings (159th, 160th, 161st, 162nd, 170th, and 182nd Streets), which would all be rebuilt with upgraded safety infrastructure for freight trains. As access across these existing east-west roadways would be maintained, the community would not be physically divided. Other project elements including stations, TPSS sites, and crossing equipment would not impede access. Thus, project operation would not divide an established community and less than significant impact would occur.

Impact 3.2-4.2: Conflict with Land Use Policy During Construction

Construction activities would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Further, the LPA would comply with all applicable regulations and local ordinances governing construction activities to the extent feasible. Therefore, construction of the LPA would have a less than significant impact.

Impact 3.2-4.2: Conflict with Land Use Policy During Operations

The LPA would not change the existing land use setting or conflict with the described plans and policies during operation. Additionally, the City of Redondo Beach's General Plan Circulation Element specifically calls for an extension of the Metro C Line as Policy P31. Thus, the LPA would have a less than significant impact.

References in the Draft and Final EIR

- Section 3.2, Land Use and Planning, Subsections 3.2-4-1 and 3.2-4.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

> Chapter 5, Responses to Comments, Subsection 5.2-10, Major Topic Response MR-10: Changes to Community Character, of the Final EIR.

Project Features

None

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these land use impacts would be less than significant.

6.3. AESTHETICS

The project would have a less than significant impact related to aesthetics with respect to the following significance thresholds:

> In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (Impact 3.3-4.3)

> Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, or create new shade or shadows that would substantially affect outdoor recreation facilities or other public areas? (Impact 3.3-4.4)

Impacts

Impact 3.3-4.3: Degrade Existing Visual Character During Construction

Construction activities would include the addition of construction equipment, vehicles, signs, staging, and personnel within the RSA. Construction activities would result in site disturbances, partial or full demolition of existing structures, use and movement of heavy construction equipment, import and export of materials, and removal of vegetation, use of erosion devises, and installation of piles, columns, and piers. Construction would also require the temporary use of staging and laydown areas, and installation of temporary lighting and fencing. Overall, construction would represent a temporary change in the visual quality and character of the RSA, similar to other construction projects in the city. However, the existing visual quality is low to moderately low throughout the entire RSA and construction activities would not substantially degrade the visual quality of the immediate area.

As part of Project Feature PF-AES-1 (Local Zoning Ordinances), Metro will verify that construction activities occurring outside of the Metro and public ROWs comply with applicable zoning regulations within the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance throughout the duration of construction. PF-AES-1 reflects standard practice for Metro projects and provides part of the substantial evidence supporting the conclusion that the LPA would not conflict with applicable general plan policies or local codes governing scenic quality. Because construction would not substantially change the primarily urban views in the RSA, impacts during construction would be less than significant.

Impact 3.3-4.3: Degrade Existing Visual Character During Operations

Overall, project operation would represent a visual change as compared to existing conditions. However, the project corridor is located in a primarily urbanized area that provides a mix of architectural styles and land uses. Viewers in the RSA, such as pedestrians, residents, commuters, and patrons and employees of commercial businesses, would have a low to moderate sensitivity to this visual change. As part of Project Feature PF-AES-1 (Local Zoning Ordinances), all project components located on properties outside of the existing Metro and public ROWs would adhere to local zoning ordinances. As part of PF-AES-2 (Metro Design Standards), project components, including track guideway, auxiliary facilities, and stations, would be designed in accordance with Metro established design standards and consistent with Metro's Art Program Policy. Landscaping and operational lighting would also be provided, consistent with these standards. Together, PF-AES-1 and PF-AES-2 reflect Metro's standard commitments and provide part of the substantial evidence supporting the conclusion that the LPA would be consistent with the local policies regarding visual character and scenic quality. Therefore, the LPA would be consistent with zoning requirements and other regulations governing scenic quality, and the potential impact would be less than significant.

Impact 3.3-4.4: Create New Source of Substantial Light/Glare During Operation

The LPA is within an urbanized area with various sources of existing nighttime lighting. During operation, new light sources would include security lighting and point sources of lighting at the new stations that would contribute to the overall ambient nighttime lighting conditions in the RSA. However, the lighting would be comparable to existing lighting for the existing Redondo Beach (Marine) Station. As part of Project Feature PF-AES-2 (Metro Design Standards), all lighting would be designed consistent with Metro's established standards, including requirements that address operational lighting, and would also comply with applicable lighting regulations verified during the permitting process. PF-AES-2 reflects Metro's standard design commitments and provides part of the substantial evidence supporting the conclusion that the increase in light generated by the LPA would not adversely affect day or nighttime views in the area.

During operation, the LPA would include at-grade, elevated, and trench configurations throughout the alignment. Supporting columns would be required in order to support the elevated structures in the northern segment of the alignment. The shade and shadow pattern created by the elevated structures would change throughout the day and seasonally. An adverse shadow impact could occur when new shadows substantially affect existing outdoor recreation facilities, such as parks, playgrounds, or similar. Although there are several outdoor recreational facilities present within the RSA, none are located adjacent to the proposed elevated structures. At El Nido Park, the only outdoor recreation facility close enough to be considered for analysis, the light rail tracks would be transitioning from a trench to at-grade, and it would not cause an adverse shadow impact.

Accordingly, the LPA would have a less than significant impact related to light and glare, as well as shading and shadows during operation.

References in the Draft and Final EIR

- Section 3.3, Aesthetics, Subsections 3.3-4.3 and 3.3-4.4.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

PF-AES-1. Local Zoning Ordinances

All project components located on properties outside of existing Metro ROW and public ROW would adhere to local zoning ordinances.

PF-AES-2. Metro Design Standards

All project components, including, but not limited to track guideway, auxiliary facilities, and station (public and ancillary) facilities will be designed per the MRDC and consistent with the objectives of the Metro Art Program Policy, Metro's Transit Service Policies & Standards, Systemwide Station Design Standards Policy, and Standard/Directive Drawings, or equivalent. Landscaping and operational lighting will also be installed consistent with these design standards.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these aesthetics impacts would be less than significant.

6.4. AIR QUALITY

The project would have a less than significant impact related to air quality with respect to the following significance thresholds:

- Would the project conflict with or obstruct implementation of the applicable air quality plan? (Impact 3.4-4.1)
- Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Impact 3.4-4.2)
- Would the project expose sensitive receptors to substantial pollutant concentrations? (Impact 3.4-4.3)
- Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Impact 3.4-4.4)

Impacts

Impact 3.4-4.1: Conflict with Air Quality Plans During Construction

Construction of the trench segment for the LPA under 170th and 182nd Streets would involve approximately 0.7 miles of excavation. Maximum daily emissions during construction of the LPA would be below applicable South Coast Air Quality Management District (SCAQMD) mass daily thresholds screening levels. The assessment used a scaling approach, applying a conservative estimate that the LPA would require up to 172 daily truckloads (344 one-way truck trips, generating approximately 63.3 pounds per day of emissions of nitrogen oxides [NO_x]) based on the volume of excavation and the forecasted schedule. When combined with other concurrent construction activities, the maximum daily NO_X emissions for the LPA would be approximately 84.2 pounds per day, which is below the SCAQMD threshold of 100 pounds per day. All other emissions would also be below the corresponding SCAQMD screening thresholds.

As part of Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance), construction would adhere to Metro's Green Construction Policy for off-road equipment, generators, and on-road trucks. As part of Project Feature PF-AQ-2 (SCAQMD Rule 403 Compliance), construction would implement BMPs identified in SCAQMD Rule 403 to control and minimize fugitive dust. As part of Project Feature PF-AQ-3 (Metro Moving Beyond Sustainability Strategic Plan Compliance), construction would follow Metro's sustainability commitments, including renewable diesel requirements and opportunities to decarbonize fuel sources at construction sites. These project features reflect Metro's standard policies and practices and provide part of the substantial evidence supporting the conclusion that daily construction emissions would remain below applicable thresholds.

In addition, all heavy-duty trucks would comply with California Air Resources Board (CARB) Airborne Toxic Control Measure (ATCM) 2485—which limits the idling of vehicles to no more than five minutes in any particular location to reduce diesel emissions—and the Truck and Bus Regulation. Compliance with these requirements provide further evidence that maximum daily regional and localized emissions would remain below the applicable mass daily thresholds developed by the SCAQMD.

Construction would not introduce new growth in population or housing to the RSA. The project is programmed in the Southern California Association of Governments (SCAG) Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as a financially constrained project under the listing "Green Line South Bay Extension" (RTP ID 1TR1001), meaning that its implementation has been accounted for in the federally approved transportation conformity determinations for those planning documents.

Therefore, construction of the LPA would result in a less than significant impact related to air quality plan consistency.

Impact 3.4-4.1: Conflict with Air Quality Plans During Operations

The LPA would reduce on-road VMT associated with increased transit ridership, offsetting approximately 43,094 VMT relative to 2042 without project conditions on a daily basis through the displacement of passenger vehicle trips. The expansion of high-quality transit infrastructure and reduction of VMT that would occur with implementation of the LPA are key objectives of the SCAG RTP/SCS and would have a beneficial effect on air quality.

Project operations would not introduce new permanent growth in population or housing to the South Coast Air Basin (SCAB) or SCAG region. The extension of the light rail corridor would result in a marginal increase in regional electricity demand but would not require the expansion of Southern California Edison (SCE) capacity or substantial changes to its existing electrical infrastructure. The project is programmed in the financially constrained projects list in the Connect SoCal 2020–2045 RTP/SCS. Long-term operation of the project beginning in 2031 would not compromise the validity of the growth projections incorporated into the 2016 Air Quality Management Plan (AQMP) or the Connect SoCal 2020–2045 RTP/SCS. Therefore, operation of the LPA would result in a less than significant impact related to air quality plan consistency.

It should be noted that since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. The guiding policies, strategies, and regional planning assumptions in Connect SoCal 2024 are materially similar to those in the prior 2020-2045 RTP/SCS and continue to support development of high-capacity transit infrastructure, such as the LPA. (See Memorandum re: Regional Transportation Plan/Sustainable Communities Strategies Comparison, October 2025). Therefore, the LPA remains consistent with the RTP/SCS, including Connect SoCal 2024's emphasis on expanding transit, reducing VMT, and supporting compact, infill development.

Impact 3.4-4.2: Cumulative Net Increase of Criteria Pollutants During Construction

The RSA is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for ozone (O_3), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) and is designated nonattainment for the California Ambient Air Quality Standards (CAAQS) for O_3, particulate matter less than 10 microns in diameter (PM_{10}), and $PM_{2.5}$. CEQA requires that projects demonstrate that they will not generate emissions in excess of the air quality significance thresholds for O_3 precursors (volatile organic compounds [VOC] and NO_X) and PM_{10} and $PM_{2.5}$ to substantiate that they would not adversely contribute to the attainment of the air quality standards. Construction would not generate emissions in excess of any applicable SCAQMD regional-scale mass daily threshold established for the purpose of screening projects with less than significant air quality impacts. These emissions would also be considered less than significant at the cumulative level. Therefore, construction would result in a less than significant impact related to a cumulatively considerable net increase in emissions of O_3 precursors or particulate matter.

With respect to SCAG's adoption of its 2024-2050 RTP/SCS, Connect SoCal 2024, the travel demand modeling and growth forecasts used in the Draft EIR to reflect incremental population and employment growth in the study area and surrounding region remain valid for evaluating cumulative impacts. The differences between Connect SoCal 2024 and the Connect SoCal 2020-2045 RTP/SCS are not substantial enough to alter the environmental conclusions of the Draft EIR. Accordingly, an updated analysis using Connect SoCal 2024 as the basis for cumulative conditions is not required, as the results and findings would not be substantially different than what is presented in the Draft EIR.

Impact 3.4-4.2: Cumulative Net Increase of Criteria Pollutants During Operations

Operation of the LPA would not introduce a substantial permanent source of emissions to the RSA and would provide air quality benefits by replacing passenger vehicle trips with transit ridership. With a VMT reduction of 43,094 under the C-2 Operating Plan, the LPA would reduce air pollutant emissions as shown in Table 1.

Table 1. LPA Operations Emissions Analysis – 2042

	Criteria Pollutants					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Daily Reduction in Emissions (lbs./day)	-0.6	-2.1	-53.6	-0.2	-5.7	-1.2

VOC = volatile organic compounds; NO_x = nitrous oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter

This would indirectly decrease regional emissions of O_3 precursors and particulate matter. Therefore, operation of the LPA would not result in a cumulatively considerable increase in nonattainment pollutant or precursor emissions, and this impact would be less than significant.

SCAG's adoption of the 2024-2050 RTP/SCS after the release of the Draft EIR does not alter the conclusions of the transportation cumulative impact analysis. Connect SoCal 2024 carries forward similar growth forecasts, land use patterns, and transportation priorities as the 2020-2045 RTP/SCS on which the EIR was based. (See Memorandum re: Regional Transportation Plan/Sustainable Communities Strategies Comparison, October 2025). Accordingly, the LPA remains consistent with applicable regional plans, and no new or more severe impacts would occur.

Impact 3.4-4.3: Pollutant Concentrations During Construction

The localized analysis assessed maximum daily emissions generated by construction activities by assuming 40 pieces of equipment per acre with receptors within 50 feet of the construction site boundary. As part of Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance), all heavy-duty off-road equipment would be required to comply with the provisions of the Metro Green Construction Policy, which includes that engines meet Tier 4 emissions standards and use Level 3-equivalent diesel particulate filters, where feasible. Based on the requirements, maximum daily emissions of NO_X, carbon monoxide (CO), PM_{10}, and $PM_{2.5}$ generated at construction sites would remain below the applicable corresponding SCAQMD Localized Significance Threshold screening values for all individual and combined activities analyzed. PF-AQ-1 also requires that all diesel-fueled off-road equipment would be required to have engines meeting Tier 4 emissions standards, which would substantially reduce emissions of diesel particulate matter and other toxic gases. Additionally, all off-road equipment would be required to limit idling to no more than five minutes to minimize excess emissions and would be maintained in accordance with the optimal manufacturer specifications. Other construction BMPs would limit diesel particulate emissions from on-road trucks near construction sites. These features reflect Metro's standard construction policies and provide part of the substantial evidence supporting the conclusion that pollutant concentrations would remain below localized thresholds.

Therefore, construction of the LPA would result in a less than significant impact regarding elevated concentrations of criteria pollutants and the occurrence of substantial toxic air contaminant concentrations at nearby sensitive receptor locations.

Impact 3.4-4.3: Pollutant Concentrations During Operations

No direct source of air pollutant emissions along the LPA alignment would occur as the light rail cars, stations, and systems and signals would be electrically powered and connected to the electrical grid. Minor stationary sources would be associated with the use of landscaping equipment and sanitation service vehicle trips at station facilities. Operations would not involve a facility where a significant number of vehicles would dwell at nearby intersections.

Project operation would reduce daily regional VMT by approximately 43,094 miles relative to the 2042 without project conditions, thereby decreasing daily mobile source air toxics (MSAT) emissions throughout the RSA.

Regarding CO hot-spots, although the SCAB is designated as a maintenance area for CO, it is no longer a pollutant of concern in the region. As indicated in the CARB EMFAC model, CO emission rates would be substantially less in the future when the project opens, compared to 2003 when CO attainment was demonstrated in the AQMP. Therefore, there is no potential for CO emissions to result in an exceedance of air quality standards.

Both light rail and freight train operations would generate small amounts of dust due to braking friction and resuspended particulates from trains passing over unpaved areas. However, these emissions would not result in a substantial increase in localized PM concentrations along the alignment near residential receptors. Additionally, the proposed soundwalls would serve as a physical barrier between adjacent residences and uses and would reduce dust dispersion and deposition into the surrounding communities.

Therefore, operations would result in a less than significant impact related to criteria pollutant concentrations, toxic air contaminants, and CO hot-spots.

Impact 3.4-4.4: Adverse Other Emissions During Construction

Construction activities would not generate a substantial source of construction odors or visible dust plumes. Construction would result in temporary exhaust fumes through gasoline- or diesel-powered equipment and asphalt paving. Such emissions would occur intermittently, and associated odors would dissipate rapidly within the immediate vicinity of the work area. As part of Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance), construction would follow Metro's Green Construction Policy, including use of BMPs to address emissions from construction equipment, and would comply with SCAQMD Rule 402 (Nuisance) regarding odors and dust. PF-AQ-1 reflects Metro's standard construction policy and provides part of the substantial evidence supporting the conclusion that construction activities would not result in nuisance odors or visible dust plumes.

Therefore, construction of the LPA would result in a less than significant impact related to public nuisance for odors or visible dust plumes.

Impact 3.4-4.4: Adverse Other Emissions During Operations

Operations would not involve a substantial source of odorous or particulate emissions that could cause public nuisances. Any unpleasant odors from transit operations would be subject to management under the odor complaint tracking system mandated by SCAQMD Rule 402 (Nuisance), which prevents nuisance odor conditions. With regards to the experience of future transit riders, Metro's heavy and light rail cars use high-efficiency air filters rated at MERV-8 or higher that recirculate air every two to four minutes. The onboard filtration systems would prevent the occurrence of persistent odors affecting future transit riders. As a result, operation of the LPA would have a minor, if any, impact with respect to odors. Therefore, the LPA would result in a less than significant impact related to operational odors.

References in the Draft and Final EIR

- Section 3.4 Air Quality, Subsections 3.4-4-1, 3.4-4.2, 3.4-4.3, 3.4-4.4 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

PF-AQ-1. Metro Green Construction Policy Compliance

Following construction equipment requirements, construction BMPs and implementation strategies for all construction projects performed on Metro properties or rights-of-way.

- Construction equipment shall incorporate, where feasible, emissions-reducing technology such as hybrid drives and specific fuel economy standards.
- Maintain equipment according to manufacturer specifications.
- Idling of construction equipment and heavy-duty trucks shall be restricted to a maximum of five minutes when not in use (certain exceptions apply based on CARB exemptions).
- All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier-4 off-road emission standards at a minimum.
- All on-road heavy-duty trucks with a gross vehicle weight rating greater than or equal to 14,000 pounds must have engines meeting U.S. 2010 on-road emission standards.
- Where applicable and feasible, work with local jurisdictions to improve traffic flow by signal synchronization during construction activities.

> Use electric power in lieu of diesel power where available.

> Generators: every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Where access to the power grid is not available, on-site generators must:

- Meet a 0.01 gram per brake-horsepower-hour (g/bhp-hr) standard for PM; or,
- Be equipped with Best Available Control Technology (BACT) for PM emissions reductions.

> Inspections: Metro shall conduct inspections of construction sites and affected off-road and on-road equipment and generator as well as compliance with air quality rules.

> Records: Prior to Notice to Proceed (NTP) to commence construction and to be verified afterwards consistent with project contract requirements and through enforcement provisions above, the Contractor shall submit to Metro the following information for all construction equipment to be used on Metro properties or rights-of-way:

- A certified statement that all construction equipment used conform to the requirements specified above;
- A list of all the equipment and vehicles (i.e., off-road equipment, include the CARB-issued Equipment Identification Number) to be used;
- A copy of each Contractor's certified U.S. Environmental Protection Agency (USEPA) rating and applicable paperwork issued either by CARB, the SCAQMD, and any other jurisdiction that has oversight over the equipment.

PF-AQ-2. SCAQMD Rule 403 Compliance

Construction of the project would implement the following BMPs in compliance with SCAQMD Rule 403 – Fugitive Dust:

> Backfilling: Backfill material stabilization when actively handling or inactive and stabilize soil at completion of activity.

> Clearing/Grubbing: Maintain stability of soil through watering of site prior to, during, and after all clearing/grubbing activities.

> Cut and Fill: Pre-water soils prior to cut and fill activities using water trucks; stabilize soil during and after activities.

> Debris Hauling: All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.

> Demolition Activities: Prohibit demolition activities when wind speeds exceed 25 mph; apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.

> Disturbed Soil: Stabilize disturbed soil throughout the construction site by limiting vehicular traffic and disturbance on soil where possible and applying water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes (Rule 401 – Visible Emissions).

> Disturbed Surface Areas: Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface; apply water at three-hour intervals to at least 80% of the un-stabilized area.

- Earth-Moving Activities: Pre-apply water to depth of proposed cuts and reapply as necessary to maintain soils in a damp condition and to ensure that visible dust plumes do not exceed 100 feet in any direction.
- Importing/Exporting of Bulk Materials: Stabilize material with tarps or other suitable enclosures on trucks while loading/unloading to reduce fugitive dust emissions and maintain at least six inches of freeboard on haul vehicle; provide water during loading/unloading to prevent dust plumes.
- Staging Areas and Unpaved Roads: Stabilize surface areas and limit vehicle speeds to 15 miles per hour.
- Stockpiles/Bulk Material Handling: Stabilize stockpiled materials with intermittent watering and limit stockpiles to eight feet in height within 100 yards of off-site occupied buildings.
- Trenching: Stabilize surface soils with pre-watering where trencher or excavator and support equipment will operate; wash mud and soils from equipment at completion of activities.

PF-AQ-3. Metro Moving Beyond Sustainability Strategic Plan Compliance

Construction and operation of the project will adhere to the commitments established by the Metro Moving Beyond Sustainability Strategic Plan 2020, including, but not limited to the application of renewable diesel requirements for contractors and identify opportunities to decarbonize fuel sources at construction sites.

PF-AQ-4. Metro Rail Design Guidelines

The project will be designed in accordance with the MRDC and the Metro Systemwide Station Design Standards Policy, which includes the installation of high-efficiency light emitting diode (LED) lighting in all fixtures to reduce electricity consumption.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these air quality impacts would be less than significant.

6.5. GREENHOUSE GAS EMISSIONS

The project would have a less than significant impact related to GHG emissions with respect to the following significance thresholds:

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? (Impact 3.5-4.1)
- Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs? (Impact 3.5-4.2)

Impacts

Impact 3.5-4.1: Generate Greenhouse Gas Emissions During Construction

Construction of the trench segment as part of the LPA under 170th and 182nd Streets would generate GHG emissions that would be offset over time through operational benefits, including reductions in regional on-road VMT. Construction of the LPA was estimated to generate approximately 15,250 metric

tons of carbon dioxide equivalent ($MTCO_2e$) over the duration of the construction period. The amortized construction emissions over a 30-year operational project lifetime would be approximately 508.3 $MTCO_2e$.[2] Construction-related GHG emissions under the LPA would be offset by the reductions in regional vehicle travel emissions within less than 10 years of operations. The magnitude of temporary construction-phase GHG emissions would not be sufficient to impede or delay the region's effort. Therefore, construction of the LPA would not conflict with any relevant plan for reducing GHG emissions and would result in a less than significant impact during construction. during construction.

Impact 3.5-4.1: Generate Greenhouse Gas Emissions During Operations

Implementation of the LPA under the C-2 Operating Plan would decrease regional on-road VMT by 43,094 daily miles through transportation mode shift, with an annual net GHG-emissions reduction of 1,833.58 $MTCO_2e$ in 2042 due to displaced on-road vehicle trips. Long-term operation of the project would advance state, regional, and local initiatives to reduce GHG emissions by providing alternative modes of transportation and creating an efficient, well-connected public transit network to serve surrounding communities. The project is consistent with CARB plans and policies to reduce GHG emissions from passenger vehicles by providing alternative transportation modes for both local and regional trips. Implementation of the project and other planned transportation and transit improvements in the region are critical to achieving the Senate Bill (SB) 375 regional per capita targets for light duty vehicles. Therefore, implementation of the LPA would result in a less than significant impact related to the generation of GHG emissions.

Impact 3.5-4.2: Conflict With Emission Reduction Plans During Construction

Construction of the LPA would temporarily generate GHG emissions associated with off- road equipment and on-road vehicle activities, and following completion of the light rail transit corridor, sources involved in construction activities would no longer produce emissions associated with the LPA. The cumulative nature of GHG emissions implicitly precludes the potential for short-term emissions generated during construction to interfere with long-term GHG-emission-reduction targets established by state, regional, and local planning documentation. In accordance with SCAQMD guidance, the GHG emissions that would be generated during construction were amortized over a 30-year operational lifetime and considered in conjunction with the long-term operational effects of the project. Therefore, the LPA is consistent with the SCAG RTP/SCS, and would result in a less than significant impact related to regional GHG reductions.

Impact 3.5-4.2: Conflict With Emission Reduction Plans During Construction

Implementation of the LPA would directly contribute to the statewide efforts to reduce light-duty automobile VMT, inducing a daily displacement of approximately 43,094 light-duty vehicle miles. The LPA would provide an expansion of light rail transit service that would directly increase transit capacity,

[2] Chapter 4, Corrections and Additions, of the Final EIR, subsection 4.21 (Evaluation of Alternatives) describes the LPA as generating approximately 95 percent of the hauling-related GHG emissions for the Trench Option, which was determined to result in a less than significant impact. The Final EIR based this percentage on a conservative number of haul trips and did not estimate the construction emissions specific to the LPA. This Findings of Fact presents a more refined analysis based on the LPA construction assumptions presented in Table 2.5-1 of the Final EIR.

which would support the SCAG RTP/SCS' goal of improved accessibility and mobility relative to the future (2042) baseline condition. By enhancing connectivity to the regional transit network, the LPA would result in environmental benefits and would accommodate further strategies to reduce emissions at the community level. The LPA supports transportation efforts to reduce VMT and achieve GHG-emission-reduction targets outlined in the CARB Climate Change Scoping Plan and the SCAG Connect SoCal 2020–2045 RTP/SCS. By default, Metro will prioritize and ensure consistency with its own 2019 Climate Action and Adaptation Plan (CAAP) and 2020 Moving Beyond Sustainability Strategic Plan for all projects being implemented. At the local level, the LPA alignment would traverse portions of the cities of Lawndale, Redondo Beach, and Torrance and would also comply with each city's GHG-reduction plan to the extent feasible. Therefore, the LPA would result in a less than significant impact related to GHG plan and policy conflicts.

Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. The guiding policies, strategies, and regional planning assumptions in Connect SoCal 2024 are materially similar to those in the prior 2020-2045 RTP/SCS and continue to support development of high-capacity transit infrastructure, such as the LPA. Therefore, the LPA remains consistent with the RTP/SCS, including Connect SoCal 2024's emphasis on expanding transit, reducing VMT, and supporting compact, infill development.

References in the Draft and Final EIR

- Section 3.5 Greenhouse Gas Emissions, Subsections 3.5-4.1 and 3.5-4.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

None

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these GHG impacts would be less than significant.

6.6. GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

The project would have a less than significant impact related to geology and soils with respect to the following significance thresholds:

- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking? (Impact 3.8-4.2)
- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction? (Impact 3.8-4-3)
- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides? (Impact 3.8-4.4)
- Would the project result in substantial soil erosion or the loss of topsoil? (Impact 3.8-4.5)

- Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (Impact 3.8-4.6)
- Would the project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code[1], creating substantial direct or indirect risks to life or property? (Impact 3.8-4.7)

Impacts

Impact 3.8-4.2: Exposure to Strong Seismic Ground Shaking During Construction

Faults, such as the Palos Verdes and Newport-Inglewood Faults, which are the closest to the RSA are capable of producing earthquakes with magnitudes up to 7.7 and high ground accelerations. The RSA is approximately four miles east of the Palos Verdes and Newport-Inglewood Fault Zone. The construction of the LPA would involve the presence of construction workers at the site, thus increasing the potential risk of loss, injury, or death during a strong seismic event. However, given the intermittent and temporary nature of construction work and the relative rarity of strong seismic events in the region, the occurrence of strong seismic ground shaking during construction is unlikely. Therefore, construction of the LPA would have a less than significant impact related to risk of loss, injury, or death involving strong seismic ground shaking.

Impact 3.8-4.2: Exposure to Strong Seismic Ground Shaking During Operations

The LPA would be designed to accommodate the high seismic ground motion and associated consequences (such as liquefaction-induced vertical settlements/lateral spreading, if present). The structures would be designed to perform in accordance with the MRDC maximum design earthquake (MDE) and operating design earthquake (ODE) thresholds. As part of PF-GEO-1 (Metro Geotechnical Design Standards), site-specific geotechnical investigations would be performed in accordance with MRDC Section 5.6. The results of these investigations would be incorporated into the project's final design to address seismic demands and provide appropriate engineering solutions. Also, the LPA would comply with the latest applicable local and state building codes and regulations. PF-GEO-1 reflects Metro's established design standards and provides part of the substantial evidence supporting the conclusion that the project will be designed to withstand strong seismic ground shaking. Therefore, there would be a less than significant impact related to the risk of loss, injury, or death involving strong seismic ground shaking for the LPA during operations.

Impact 3.8-4.3: Liquefication During Construction

The LPA is not located within a liquefaction zone mapped by the California Geological Survey (CGS). However, shallow groundwater was recorded in the northern area of the project footprint based on the existing geotechnical data. Based on review of the historically highest groundwater levels at the site, the groundwater depth will be 30 feet below ground surface (bgs) or deeper. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), site-specific geotechnical investigations would be performed during final design to verify the potential for liquefaction and to incorporate appropriate design enhancements, if needed, to address identified conditions. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that the LPA would be designed to accommodate any liquefaction risk. Given the intermittent and temporary nature of construction work and the relative rarity of seismic events, the occurrence of seismic ground shaking resulting in liquefaction during construction of the LPA is unlikely. Therefore, risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, as a result of the construction of the LPA is less than significant.

Impact 3.8-4.3: Liquefication During Operations

The LPA would not involve any type of operational activities that would result in seismic-related ground failure, including liquefaction, during operation. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), the LPA would be designed and constructed to meet Metro's seismic design criteria, incorporating site-specific geotechnical investigations and engineering measures to ensure structures are seismically resistant and capable of withstanding liquefaction and its effects during operation. PF-GEO-1 reflects Metro's established design standards and provides part of the substantial evidence supporting the conclusion that the LPA would be seismically resilient. Therefore, the LPA would have a less than significant impact related to seismic related failures, including liquefaction during operation.

Impact 3.8-4.4: Landslides During Construction

The RSA is located in a relatively low relief area, and the nearest CGS-mapped landslide zone is over 1.5 miles west and south. Therefore, there is no mapped landslide potential for the LPA. However, construction activities for embankments and retaining walls have the potential to temporarily destabilize the soils surrounding the RSA and could result in seismically induced slope failures. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), any permanent unretained and retained sloped areas within the RSA would be evaluated for geotechnical global stability under both static and seismic loading events in accordance with the MRDC. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that slopes would be designed and constructed to meet applicable stability standards. Given the intermittent and temporary nature of construction work and the relative rarity of seismic events, the occurrence of seismic ground shaking resulting in slope failure during construction of the LPA is unlikely. Therefore, the risk of loss, injury, or death due to landslides or seismically induced slope failures as a result of construction of the LPA would be less than significant.

Impact 3.8-4.4: Landslides During Operations

The LPA would not involve any operational activities that could directly or indirectly cause substantial adverse effects related to the risk of loss, injury, or death involving landslides. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), slope stability analyses for the operational configuration of the LPA would be conducted and would account for all potential loading cases, including light train loads and earth pressures. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that slopes and associated structures would be designed and constructed to maintain stability during operation. Therefore, the risk of loss, injury, or death involving landslides or seismically induced slope failures as a result of the operation of the LPA would be less than significant.

Impact 3.8-4.5: Soil Erosion During Construction

Based on previous geotechnical data in the vicinity of the RSA, the surficial soils mainly consist of cohesionless coarse-grained soils that can be susceptible to erosion. Construction activities for embankments, retaining walls, aerial guideways, at-grade crossings, and station platforms would disturb topsoil and, therefore, could result in topsoil erosion. As part of Project Features PF-GEO-1 (Metro Geotechnical Design Standards), site-specific investigations would inform design and construction methods that account for soil stability. In addition, PF-HWQ-1 (Stormwater Pollution Prevention Plan [SWPPP] Implementation per Construction General Permit and MS4 Permit), provides for development and implementation of a SWPPP, including BMPs for soil stabilization and sediment control, consistent with applicable permit requirements. These project features reflect Metro's established design and

construction practices and provide part of the substantial evidence supporting the conclusion that erosion control measures would be in place throughout construction. Therefore, substantial soil erosion and loss of topsoil for the LPA as a result of construction would be less than significant.

Impact 3.8-4.6: Unstable Geologic Units or Soils During Construction

The LPA is not located within a CGS-mapped liquefaction zone. The project footprint is generally in a relatively low relief area, and the nearest CGS-mapped landslide zone is over 1.5 miles west and south. Based on prior studies and existing geotechnical data, there is a low potential for subsidence and naturally occurring collapsible soils within the project area. Therefore, the LPA is not located on a geologic unit or soil that is unstable or would become unstable as a result of the LPA, and resulting impacts associated with unstable soils and their consequences are considered minimal. However, deep excavations for piles could encounter unconsolidated or water-saturated soils. Existing geotechnical investigations indicate that shallow groundwater was recorded in the northern portion of the project footprint. As part of PF-GEO-1 (Metro Geotechnical Design Standards), site-specific geotechnical investigations would be conducted during final design to assess the subsurface conditions and current groundwater depth. In accordance with PF-GEO-1, the results of these investigations would be incorporated into project design and construction, including evaluation of risks, such as landslides, lateral spreading, subsidence, liquefaction, and collapse, and use of appropriate engineering measures, such as deep foundations and ground improvements where necessary. PF-GEO-1 reflects Metro's established design standards and provides part of the substantial evidence supporting the conclusion that the LPA would be designed to address any unstable soil conditions identified. Given the intermittent and temporary nature of construction work and the relative rarity of seismic events, the occurrence of seismic ground shaking resulting in liquefaction, lateral spreading, landslides, or seismically induced slope failures during construction of the LPA is unlikely. In addition, there is no evidence of groundwater pumping within or around the project footprint that could cause ground subsidence, although this would be confirmed and evaluated during the final design phase. Therefore, the construction impacts for LPA would be less than significant on unstable soils as a result of landslides, lateral spreading, subsidence, liquefaction, or collapse.

Impact 3.8-4.6: Unstable Geologic Units or Soils During Operations

The LPA would not involve any activities during operation that could directly cause landslides, lateral spreading, subsidence, liquefaction, or collapse. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), site-specific geotechnical investigations would be conducted during final design to evaluate conditions such as slope stability, subsidence potential, liquefaction susceptibility, and soil collapse. The findings of those investigations would be incorporated into the LPA's design and construction, with appropriate engineering measures applied where necessary to ensure long-term stability. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that the project will be designed and constructed to operate safely under expected geologic conditions. Therefore, landslides, lateral spreading, subsidence, liquefaction, or collapse would result in operational impacts for the LPA that are less than significant.

Impact 3.8-4.7: Expansive Soils During Construction

Based on available geotechnical data from previous geotechnical investigations in the vicinity of the RSA, the upper approximately 10 feet of soils along the entire alignment consists mainly of cohesionless coarse-grained soils. These coarse-grained soils have low expansion potential. However, deeper excavations (e.g., construction of retaining walls and station platforms) could encounter fine-grained soil

with higher expansive potential. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), site-specific geotechnical investigations would be performed during final design to verify the presence of expansive soils, if any, and determine appropriate engineering responses as necessary. This could include measures such as removal and replacement of expansive soils or stabilization through lime or cement treatment, which would be incorporated into project construction as standard engineering practices. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that construction would be designed to address any expansive soils encountered. Therefore, the risk to life or property due to expansive soils during construction of the LPA is less than significant.

Impact 3.8-4.7: Expansive Soils During Operations

Operation of the LPA would not be adversely affected by expansive soils. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), the LPA would be underlain by non-expansive engineered soil fills and/or treated on-site fill soils, and would be designed in compliance with MRDC and the latest state and local building codes. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that the project will be designed to address expansive soil conditions. Therefore, the LPA would result in less than significant impact as a result of operational activities.

References in the Draft and Final EIR

- Section 3.8, Geology, Soils, and Paleontological Resources, Subsections 3.8-4.2, 3.8-4.3, 3.8-4.4, 3.8-4.5.1, 3.8-4.6, and 3.8-4.7 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsection 5.2-13 Major-Topic Response MR-13: Soil Stability and Sinkholes, of the Final EIR

Project Features

PF-GEO-1. Metro Geotechnical Design Standards

Prior to construction, Metro will complete soil investigations, including examination of any potential sinkholes by the geotechnical engineer of record, to inform site-specific design and construction measures.

The project shall be designed and constructed per the MRDC. Key compliance sections of the MRDC relative to geology and soils are Section 5.3, Section 5.4, Section 5.6, and MRDC Section 5 Appendix, Metro Supplemental Seismic Design Criteria (SSDC). Section 5.6 of the MRDC provides detailed requirements for planning and conducting a geotechnical investigation, geotechnical design methodologies, and reporting. In accordance with the MRDC, geotechnical report recommendations shall be incorporated into the project plans and specifications. These recommendations shall be a product of final design and shall address potential subsurface hazards. In addition, Caltrans and the California Building Code (CBC) have independent design criteria for bridges, aerial structures and building structures, which shall be followed.

As noted in Section 3.8-1.2, SSDC outlined in the MRDC Section 5 appendix (Metro, 2017) recommends the seismic stability and potential permanent deformation of sloping ground or embankments supporting aerial guideway and bridges along the LPA be investigated. Investigations should include evaluation of the potential for ground liquefaction and related deformations. The evaluations and associated analyses shall be displacement-based leading to the determinations of potential lateral

deformations of slopes or embankments and ground settlement. It is recommended that the total settlement and lateral ground deformations under ODE seismic events shall not be allowed to exceed two inches to allow for track re-leveling or re-alignment. Larger deformations may be allowed for MDE events on a case-by-case basis on approval by Metro.

The MRDC section also provides details on how the stability analysis of the slopes and embankments is to be performed. Two options are provided: (1) seismic coefficient approach for pseudo-static case or (2) slope displacement method. If the factor of safety is less than 1.1, then slope performance shall be evaluated using Method (2) where displacements are computed using Newmark time-history analyses.

Metro SSDC outlined in the MRDC Section 5 appendix provides guidance for liquefaction studies. If potentially liquefiable soils are identified along the LPA, liquefaction susceptibility shall be determined using the procedures documented in the American Association of State Highway and Transportation Officials-California Load and Resistance Factor Design Bridge Design Specifications. The liquefaction potential assessment should consider the impact of the following effects where liquefaction is judged to occur:

> Loss of strength of liquefied layers (post liquefaction residual strength)

> Flow failures, slope deformations

> Post liquefaction ground settlement

According to the SSDC, the displacement performance of slopes and embankments underlain by liquefied soils may be evaluated in a similar manner to non-liquefiable cases, except residual strengths of liquefied soils are used in analyses. The post-liquefaction settlement of liquefied soil layers may be determined using procedures documented by Tokimatsu and Seed (1987). The bridge and elevated rail structures located in liquefaction sites should be analyzed for non-liquefiable and liquefiable soil configurations. For the liquefiable condition, residual strengths of liquefied soil layers are used for lateral and axial deep foundation response analyses. For those sites where liquefaction related permanent lateral ground displacements are determined to occur, the effects on pile performance shall be evaluated. Down drag forces on piles due to post liquefaction settlement shall also be evaluated. If the above impact assessments yield unacceptable performance of the structures, appropriate measures shall be incorporated into the design.

As outlined in the MRDC Section 5.6, the geotechnical investigation should evaluate impacts related to potential settlement due to lowering of the groundwater table or excavation instability due to draining of perched groundwater during construction activities. Specific topics to be considered in the geotechnical investigation include the following:

> Selection of appropriate construction methodology that minimizes permanent changes to sub-surface drainage conditions or groundwater pressures.

> Installation of dewatering wells outside trench walls, sump pumps within the trench, deep secant pile walls to minimize excavation base instability, heaving of soils on the upgradient side of the trench, fluidization, and erosion.

> Identification of zones of relatively high permeability strata with high potential to excessive groundwater influx and recommend construction methodology and design technologies such as keying secant pile walls into lower permeability strata.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to geology and soils would be less than significant.

6.7. HAZARDS AND HAZARDOUS MATERIALS

The project would have a less than significant impact related to hazards and hazardous materials with respect to the following significance thresholds:

- Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Impact 3.9-4.1)
- Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Impact 3.9-4.2)
- Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Impact 3.9-4.3)
- Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Impact 3.9-4.4)
- Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Impact 3.9-4.7)

Impacts

Impact 3.9-4.1: Hazardous Materials Transport During Construction

Construction equipment may inadvertently drip small quantities of hazardous materials (e.g., fuel oil and grease) and contaminate soil. Excavation and demolition of existing bridges would require the removal, transport, and disposal of soil and bridge materials that have potentially been contaminated by various contaminants of concern. The LPA would be in an active freight ROW, where historic railroad operations may have led to the presence of hazardous materials. The LPA includes several project features that reflect Metro's standard policies and contractor requirements on this subject. As part of PF-HHM-1 (Handling, Storage, and Transport of Hazardous Materials and Wastes), hazardous materials management plans detailing BMPs consistent with federal and state regulations for transport, storage, and use, and cleanup. As part of Project Feature PF-HHM-2 (Demolition Plans), demolition plans would be prepared detailing the procedures for asbestos-containing materials (ACM), lead-based paint (LBP), polychlorinated biphenyls (PCB), treated wood waste (TWW), and universal waste encountered during demolition activities in accordance with federal and state regulations. As part of Project Feature PF-HHM-3 (Property Acquisition Phase II Site Investigation), Phase II site investigations, including testing for aerially deposited lead (ADL) pursuant to ASTM International standards, would be performed to determine the presence of hazardous materials in soil on sites to be acquired, with necessary corrective action completed under agency oversight in compliance with federal and state regulations.

Contaminated groundwater from off-site sources could be encountered where pile foundations are installed for elevated structures. As part of Project Feature PF-HHM-4 (Soil, Soil Vapor, and Groundwater Management Plans), soil and soil vapor management plans would be developed consistent with Metro and regulatory requirements. Contaminated soil, if any, would be disposed of at a permitted landfill per the specifications of Department of Toxic Substances Control (DTSC) or Regional Water Quality Control Board (RWQCB) or other agencies overseeing project construction. As part of Project Feature PF-HHM-5 (Disposal of Groundwater), Metro would consult with the RWQCB to comply with all discharge permits, including the National Pollutant Discharge Elimination System (NPDES) permit, if contaminated groundwater is encountered. These project features provide part of the substantial evidence supporting the conclusion that hazardous materials would be handled in compliance with applicable federal, state, and local regulations. Therefore, impacts related to the transport, storage, use, or disposal of hazardous materials during construction would be less than significant.

Impact 3.9-4.1: Hazardous Materials Transport During Operations

Operation of the LPA would involve the occasional use, storage, and disposal of hazardous materials that could include limited quantities of maintenance vehicle fuels, oils, transmission fluids, paints, solvents, cleaners, and pesticides. The light rail transit vehicles are to be electrically powered and, therefore, would not use hazardous materials, such as diesel or natural gas, as fuel. The LPA would not generate significant amounts of hazardous materials that would require routine transport, use, or dispose of hazardous materials or create conditions involving the release of hazardous materials into the environment. As part of Project Feature PF-HHM-1 (Handling, Storage, and Transport of Hazardous Materials and Wastes), Metro would prepare and follow a hazardous materials management plan consistent with applicable regulatory requirements, including BMPs for transport, storage, use, and cleanup. PF-HHM-1 reflects Metro's established operational requirements and provides part of the substantial evidence supporting the conclusion that hazardous materials associated with LPA operation would be managed in compliance with applicable regulations. Therefore, the LPA would result in a less than significant impact related to routine transport, use, and disposal of hazardous materials during operation.

Impact 3.9-4.2: Release of Hazardous Materials into Environment During Construction

Oil and gas pipelines are located adjacent to the project corridor, and oil refineries are located near the southern end. Oil or gas could be released through spills during construction or rupture of a pipeline during construction, and such releases could pose potential fire and explosion hazards. At this phase of design, Metro has obtained as-built drawings from utility owners and developed preliminary plans for relocation or protect-in-place. To the greatest extent possible, pipelines and utilities would be protected in place during construction of the LPA, following all applicable safety regulations and utility owner standards regarding necessary clearances. Consistent with the MRDC, Metro would continue to coordinate with utility owners in future phases of design and present preliminary relocation concepts for affected facilities. Prior to and during construction, Metro and its contractors would follow established utility protection protocols and construction techniques and procedures to prevent accidental damage to underground utilities. As part of Project Feature PF-US-1 (Utility Identification and Coordination), all oil and gas pipelines within the Metro ROW would be identified and marked on-site in coordination with the utility owners prior to ground-disturbing activities. Metro would conduct additional surveys and potholing as needed to verify the relocation plans, which would avoid any conflicts with pipelines during construction. Utility agreements would be finalized to ensure the designs are prepared by third-party utility owners, and the final design layouts would be confirmed or adjusted as needed based on field verification conducted prior to construction. Anticipated levels of ground-

borne vibration during construction are below the levels at which damage to underground utilities could occur.

The LPA would traverse through small portions of Lawndale and Torrance oil fields. Construction activities in this area would involve constructing the at-grade light rail guideway and relocating the freight track and would not involve deep subsurface disturbance. There is one plugged and abandoned dry well hole within the RSA, but emissions are considered negligible. As part of PF-HHM-6 (Oil and Gas Wells), oil wells (including abandoned or suspected wells) within 200 feet of the LPA would be identified, inspected, and addressed in accordance with California Geologic Energy Management Division (CalGEM) standards and in coordination with the well owners.

Pile foundations for aerial structures could encounter potentially contaminated groundwater. As part of PF-HHM-4 (Soil, Soil Vapor, and Groundwater Management Plans) and PF-HHM-5 (Disposal of Groundwater), contaminated groundwater would be managed and disposed of in consultation with the RWQCB and in compliance with all applicable permits.

Other buried utilities could be disturbed during construction activities. Disturbance to the dry utilities could result in temporary interruptions of service, but would not cause the release of hazardous materials into the environment. Wet utilities, such as sewer lines or domestic water lines, if damaged, could release gray or black water and cause localized subsurface contamination. As part of PF-US-1, the contractor would coordinate with utility owners prior to construction and verify the location of existing utilities to avoid these conditions.

Together, these project features reflect Metro's established design and construction practices and provide part of the substantial evidence supporting the conclusion that utility-related hazards, including the potential release of hazardous materials during construction, would be effectively managed. Therefore, the impact would be less than significant.

Impact 3.9-4.2: Release of Hazardous Materials into Environment During Operations

Operation of the LPA would involve the occasional use and storage of routine detergents and cleansers for vehicle maintenance activities. There would also be potential for small quantities of fuels, oils, and transmission fluids to drip or spill from Metro support vehicles. Because only limited quantities of these materials would be stored and used on the project site, the potential for exposure of individuals to hazardous materials would be minimal. The LPA would not involve the use or storage of chemicals that have the potential to result in an off-site upset or accidental event.

The LPA would also not increase the risk of freight train derailment and, therefore, would not increase the risk of accidental release of hazardous materials in the unlikely event of such a derailment. The project would replace existing freight rails with modern rails, which would reduce the risk of track-related incidents. In addition, the light rail and freight trains would not pose a risk to underground utilities, as utilities affected by the LPA would have been either relocated during construction in compliance with utility setback requirements or protected in place using appropriate engineering measures. Vibration levels generated by the operation of light rail transit vehicles and freight trains during operation would remain well below thresholds known to cause damage to buried pipelines. Therefore, there would be a less than significant impact related to accident conditions involving the release of hazardous materials into the environment during operation.

Impact 3.9-4.3: Hazardous Materials Within Quarter-Mile of Schools During Construction

Several schools are located within one-quarter mile of the LPA, including RK Lloyde Continuation High School, Centinela Valley Independent Study School, Environmental Charter High School, William Green

Elementary School, Adams Middle School, Washington Elementary School, Franklin School, and the under-construction Friendship Campus.

Demolition of older structures could release ACMs. As part of Project Feature PF-HHM-2 (Demolition Plans), demolition activities would be carried out under demolition plans specifying the procedures for ACMs, LBP, PCB, TWW, and universal waste, consistent with federal and state regulations. Excavation of soils within the RSA that may be contaminated with VOCs would be subject to proper handling and disposal requirements. The hazardous waste and hazardous materials plan prepared as part of PF-HHM-1 would address the handling and transport of hazardous materials in compliance with applicable regulations, including SCAQMD Rule 1166. In addition, as part of Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance), construction would comply with Metro's Green Construction Policy, including provisions for emissions controls and fugitive dust suppression.

Commercially available hazardous materials such as gasoline, brake fluids, coolants, and paints would also be used during construction. Standard equipment maintenance and good housekeeping practices would limit the potential for release. Any release of such substances, if it were to occur, would be localized and unlikely to pose a risk to nearby schools. Given the limited scale of these materials and the LPA components enacted as part of PF-HHM-1, PF-HHM-2, and PF-AQ-1, construction would not pose a risk to nearby schools.

Accordingly, construction of the LPA would result in a less than significant impact related to the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.

Impact 3.9-4.4: Hazardous Material Sites During Construction

Table 3.9-2 of the Draft EIR lists recognized environmental condition (REC) sites within the RSA that may have potential subsurface contamination that could be implicated by the proposed construction. Construction activities such as grading, or any other ground-disturbing activities could encounter contaminants or interfere with ongoing remediation efforts. Construction at sites with existing contamination could also result in the generation of additional waste materials and could expose workers to hazardous materials.

Project-related effects of hazardous-waste-containing chemical compounds would generally be limited to areas where the RECs have been identified or unanticipated contamination at unknown releases. The individuals most at-risk would be construction workers, or others in the immediate vicinity during excavation, transportation, or storage of hazardous wastes, or during demolition and construction. The exposure pathways through which these individuals could be exposed include inhalation, ingestion, or dermal contact.

The contractor would be required to implement federal and state handling and disposal regulations. As part of Project Feature PF-HHM-1 (Handling, Storage, and Transport of Hazardous Materials and Wastes), contractors would prepare and follow a hazardous materials management plan consistent with applicable federal and state requirements. As part of PF-HHM-4 (Soil, Soil Vapor, and Groundwater Management Plans), construction management plans would be prepared to address the handling of contaminated materials if encountered, consistent with applicable regulatory requirements and standard BMPs. As part of PF-HHM-3 (Property Acquisition Phase II Site Investigation), Phase II site investigations would be completed prior to construction for the sites identified in Table 3.9-2 of the Draft EIR, and the results would inform construction management plans for spoils in areas identified as contaminated. Additionally, as part of Project Feature PF-HHM-5 (Disposal of Groundwater), contaminated groundwater would be managed in consultation with regulatory agencies and in

compliance with applicable permits. These project features reflect Metro's standard practices and contractor specifications and provide part of the substantial evidence supporting the conclusion that construction activities would comply with federal and state handling and disposal regulations for hazardous materials. Therefore, the LPA would have a less than significant impact related to hazardous material sites during construction.

Impact 3.9-4.7: Interfere With Emergency Response Plans During Construction

As part of Project Feature PF-T-1 (Construction Traffic Management Plan), the contractor would prepare a CTMP addressing emergency access during construction. The CTMP would include street closure information, detour plans, haul routes, and a staging plan based on the nature and timing of specific construction activities at each of the construction sites. As PF-T-1 is a standard requirement of Metro projects, construction would be planned and coordinated to maintain emergency access and avoid conflicts with adopted emergency response or evacuation plans. Therefore, construction of the LPA would result in a less than significant impact related to impairment of an adopted emergency response plan or emergency evacuation route.

Impact 3.9-4.7: Interfere With Emergency Response Plans During Operations

The operation of the LPA would maintain or improve all existing freight crossings. The light rail would be fully grade-separated from all roadways and, therefore, would not create closures of any crossings during operations. Therefore, operation of the LPA would result in a less than significant impact to emergency response and evacuation plans.

References in the Draft and Final EIR

- Section 3.9, Hazardous Materials, Subsections 3.9-4.1, 3.9-4.2, 3.9-4.3, 3.9-4.4 and 3.9-4.7 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsection 5.2-7, Major Topic Response MR-7: Utility Relocation and Hazardous Materials Safety; Subsection 5.2-8, Major Topic Response Mr-8: Light Rail and Freight Train Safety; and Subsection 5.2-20: Major Topic Response 20: Proximity Impacts of Relocated Freight Tracks, of the Final EIR

Project Features

PF-HHM-1. Handling, Storage, and Transport of Hazardous Materials and Wastes

Prior to the start of construction, the contractor would provide Metro with a hazardous waste and hazardous materials management plan, such as a plan defined in Title 19 CCR, or a Spill Prevention, Control, and Countermeasure Plan. The plan will be completed to Metro contractor specifications and will comply with the State Water Resources Control Board (SWRCB) Construction Clean Water Act (CWA) Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and storage of hazardous materials during construction and operation. The plan will identify the responsible parties and outline procedures for hazardous waste and hazardous materials handling, storage, and transport. The excavation and transport of soils contaminated by heavy metals (e.g., lead) would be managed according to SCAQMD Rule 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants) and SCAQMD Rule 1166 (VOC emissions from Decontamination of Soil). The plan would also prescribe BMPs to follow to prevent hazardous material releases and for cleanup of any hazardous material releases that may occur. The transportation of hazardous materials and waste shall be conducted in accordance with the applicable regulations codified in 49 CFR Parts 101, 106, 107, and

171 to 180, including, but not limited to, those related to packaging, pre-transportation functions, transportation functions, and functions not subject to the requirements of the federal Hazardous Materials Regulations.

Additionally, the contractor would comply with applicable federal and state regulations regarding hazardous material handling and storage practices, such as the Resource Conservation and Recovery Act, Comprehensive Environmental Response, Compensation, and Liability Act, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act.

PF-HHM-2. Demolition Plans

Prior to the start of construction, the contractor would prepare demolition plans for the safe dismantling and removal of roadways, building components, and debris. The demolition plans would also include plans for testing and abatement procedures for asbestos-containing materials, lead-based paint, and polychlorinated biphenyls, as well as handling and disposal of treated wood waste, such as creosote and arsenic-treated railroad ties, and universal waste in accordance with federal and state regulations, including the 1994 Federal Occupational Exposure to Asbestos Standards, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), Title 22 CCR Division 4.5 (Hazardous Waste), the U.S. Department of Housing and Urban Development Lead- Based Paint Guidelines, and Title 40 of the Code of Federal Regulations Part 761.

PF-HHM-3. Property Acquisition Phase II Site Investigation

Consistent with Metro's standards, a Phase II site investigation would be conducted during the preliminary engineering phase on sites that would be acquired/utilized for the project to determine whether the suspected contamination had resulted in soil, groundwater, or soil vapor contamination exceeding regulatory action levels. Aerial deposited lead testing would be included as part of the Phase II site investigation. If the Phase II site investigation concludes that the site is contaminated, remediation or corrective action (e.g., removal of contamination, in-situ treatment, capping) would be conducted prior to or during construction under the oversight of federal, state, and/or local agencies (e.g., USEPA, DTSC, RWQCB, Los Angeles County) and in full compliance with current and applicable federal and state laws and regulations. Additionally, Voluntary Cleanup Agreements may be used for parcels where remediation or long-term monitoring is necessary. Generally, RECs, also known as sites of concern as identified in the Phase I Environmental Site Assessment (ESA), would be remediated by the property owner prior to acquisition of the property and construction on the site, depending on the arrangement negotiated during property acquisition.

PF-HHM-4. Soil, Soil Vapor, and Groundwater Management Plans

Prior to the start of construction, the contractor would retain a qualified environmental consultant to prepare a Soil Management Plan, Soil Reuse Management Plan, and/or a Soil, Soil Vapor, and Groundwater Management Plan. These plans would be completed to Metro's contractor specifications and submitted to Metro prior to any ground-disturbing activities for the Project.

The Soil and Soil Vapor Management Plan would establish provisions for the disturbance of contaminated materials (known and undocumented). Proper management and disposition of contaminated soils and gases would be determined in consultation with appropriate regulatory agencies and in accordance with applicable federal and/or state guidance (USEPA, DTSC, RWQCB, and other local agencies). The Soil Reuse Management Plan would establish provisions for the reuse of contaminated known or undocumented soils. Proper management and disposition of contaminated soils would be determined in consultation with appropriate regulatory agencies and in accordance with applicable

federal and/or state guidance (USEPA, DTSC, RWQCB, and other local agencies). Contaminated soil shall be disposed of at a permitted landfill per the specifications of DTSC or RWQCB or other agencies overseeing the project construction.

The Groundwater Management Plan would establish provisions for encountering and managing contaminated groundwater (known and undocumented). Proper disposal of contaminated groundwater would be determined in consultation with appropriate regulatory agencies and in accordance with applicable federal and/or state guidance (USEPA, DTSC, RWQCB, and other local agencies).

Where open or closed regulatory release cases are already managed by a regulatory agency (e.g., USEPA, DTSC, RWQCB) and construction involves plans to alter the use of the site and/or disturb contaminated soil and/or groundwater on-site, Metro would notify the regulatory agency of the planned land use changes prior to ground-disturbing activities at the location of the open or closed regulatory release site. The regulatory agency would determine the level of investigation and/or remediation (performance standards) necessary on a case-by-case basis. A closure or no further action determination letter from the regulatory agency would be obtained when investigation and/or remediation is complete.

PF-HHM-5. Disposal of Groundwater

If disposal of contaminated groundwater is required during construction, Metro would consult with the RWQCB, and the Project would comply with permits required by the RWQCB. The RWQCB may require a NPDES permit and/or WDR permit for dewatering and discharge activities. The County of Los Angeles Department of Public Works (LACDPW) would be contacted prior to discharging groundwater into their sewer or stormwater systems. The groundwater discharge and disposal requirements vary by agency, location, concentration, and contaminants of concern and are therefore developed in consultation with the agencies.

PF-HHM-6. Oil and Gas Wells

Prior to ground-disturbing activities, all oil wells (including abandoned or suspected wells) within 200 feet of the project would be identified, inspected, and addressed in accordance with the California Department of Conservation, CalGEM standards and in coordination with the well owners. Where the alignment cannot be adjusted to avoid well casings, CalGEM and a re-abandonment specialty contractor would be contacted to determine the appropriate method of re-abandoning the well. Oil well abandonment must proceed in accordance with California Laws for Conservation of Petroleum and Gas (1997), Division 3. Oil and Gas, Chapter 1. Oil and Gas Conservation, Article 4, Sections 3228, 3229, 3230, and 3232. The requirements include written notification to CalGEM, protection of adjacent property, and before commencing any work to abandon any well, obtaining approval by CalGEM. Abandonment work, including sealing off oil and gas bearing units, pressure grouting, etc., must be performed by a state-licensed contractor under the regulatory oversight and approval of CalGEM. If an unknown well is encountered during Project construction, the contractor will notify Metro, California OSHA, and CalGEM and proceed in accordance with state requirements.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to hazards and hazardous materials would be less than significant.

6.8. HYDROLOGY AND WATER QUALITY

The project would have a less than significant impact related to hydrology and water quality with respect to the following significance thresholds:

- Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (Impact 3.10-4.1)
- Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Impact 3.10-4.2)
- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would result in substantial erosion or siltation on- or off-site? (Impact 3.10-4.3)
- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Impact 3.10-4.4)
- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Impact 3.10-4.5)
- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would impede or redirect flood flows? (Impact 3.10-4.6)
- Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Impact 3.10-4.7)
- Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Impact 3.10-4.8)

Impacts

Impact 3.10-4.1: Degrade Water Quality During Construction

Project construction could introduce chemicals and/or hazardous substances from construction equipment into surface waters and groundwater. Dust and erosion resulting from soil exposure and disturbance during construction could lead to sedimentation of stormwater, and existing contaminants in newly exposed and eroded soil could also degrade surface water quality and groundwater quality. Introduction of these substances to receiving waters could exacerbate existing water quality impairments or introduce new water quality impairments. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) Metro would prepare and implement

a SWPPP consistent with the Construction General Permit. The SWPPP would include BMPs for soil stabilization, sediment control, and pollution prevention to protect water quality during construction.

Where excavation encounters groundwater, as identified through Phase II site investigations pursuant to PF-HHM-3, Project Feature PF-HWQ-2 (Groundwater Treatment and Discharge per RWQCB Waste Discharge Requirements for Construction Dewatering), provides that dewatered groundwater would be treated, if necessary, and discharged in accordance with RWQCB requirements. In the trench segment, surface runoff would be collected, treated (if necessary), pumped out of the trench, and discharged to a pervious area on-site for infiltration into the soil in accordance with PF-HWQ-4 (Trench Construction Runoff Collection and Treatment). In addition, Project Feature PF-HWQ-5 (Temporary Storm Drain Inflow Rerouting), provides that stormwater inflows temporarily rerouted during construction would be captured, treated (if required), and discharged consistent with waste discharge requirements detailed in the MS4 Permit.

These project features reflect Metro's standard construction practices and regulatory compliance obligations and provide part of the substantial evidence supporting the conclusion that construction activities will be managed to meet applicable water quality requirements. Therefore, the LPA would have a less than significant impact during construction related to violation of water quality standards or discharge requirements or to degradation of water quality.

Impact 3.10-4.1: Degrade Water Quality During Operations

Operation of the LPA would increase impervious surfaces and human presence in the area, which could introduce new or exacerbate existing surface water quality impairments. Potential sources of water quality effects include sedimentation from runoff on new impervious surfaces; nitrates from landscape fertilizing; and trash, debris, or bacteria from increased human activity. As part of Project Feature PF-HWQ-6 (Low Impact Development [LID] BMPs per Regional Requirements), the LPA would be designed with LID measures sized to retain the stormwater quality design volume (SWQDv) on-site in accordance with regional requirements. Retained stormwater would infiltrate on-site only after being managed through LID BMPs, ensuring that infiltration does not degrade groundwater quality. PF-HWQ-6 also provides for continued maintenance of existing catch basins to prevent debris and trash from entering storm drains. In the trench segment, surface runoff would be collected, treated as necessary, and discharged to the storm drain system in accordance with Project Feature PF-HWQ-7 (Trench Operation Runoff Collection and Treatment). These features reflect Metro's standard design requirements for stormwater management.

Project operation would not involve direct contact with groundwater. The LPA's trench segment would be lined with impervious retaining walls and a paved bottom that would prevent groundwater from entering the trench in substantial volumes. Any incidental groundwater that does permeate the trench would be collected and, if necessary, treated and discharged in compliance with relevant requirements of the RWQCB. No contaminants would be stored within the trench, and Metro vehicles running within the trench would be serviced regularly off-site. Together, PF-HWQ-6 and PF-HWQ-7 provide part of the substantial evidence supporting the conclusion that stormwater and trench runoff would be managed consistent with applicable regulatory requirements. Therefore, the LPA would have a less than significant impact during operation related to violation of water quality standards or discharge requirements or to degradation of water quality.

Impact 3.10-4.2: Decrease Groundwater Supplies During Construction

Construction of the LPA would not substantially interfere with groundwater supplies or groundwater recharge. Construction would require some water for activities like dust control and concrete mixing;

this water would be sourced from local utility lines that may depend on groundwater for a portion of their water supply. However, the water needed for construction of the LPA would be extremely minimal and temporary and would not substantially decrease groundwater supplies.

Construction may also require groundwater dewatering during excavation activities. As part of Project Feature PF-HWQ-2 (Groundwater Treatment and Discharge per RWQCB Waste Discharge Requirements for Construction Dewatering), dewatered groundwater would be discharged in a pre-approved location consistent with RWQCB requirements. The volume of groundwater potentially requiring dewatering would be small relative to the overall size of the West Coast Subbasin, and because the water would be discharged within or close to the RSA, it would ultimately recharge the subbasin. Further, detention basins considered for implementation on-site under PF HWQ-6 (LID BMPs per Regional Requirements) would retain runoff and allow infiltration, thereby helping recharge groundwater supplies. Project Feature PF-HWQ-4 (Trench Construction Runoff Collection and Treatment) also provides for collection and discharge of trench runoff to pervious areas on-site, thereby further recharging the groundwater basin. Together, these project features reflect Metro's standard construction and design practices and provide part of the substantial evidence supporting the conclusion that construction of the LPA would not cause a substantial decrease in groundwater supplies or interfere with groundwater recharge. Therefore, the impact would be less than significant.

Impact 3.10-4.2: Decrease Groundwater Supplies During Operations

Operational water usage primarily involves routine cleaning of equipment within the above- or at-grade alignment and occasional power washing of the surface parking lot; this water would be sourced from local utility lines that may depend on groundwater for a portion of their water supply. Proposed water uses for construction and operation would be minimal compared to the basin's overall annual demand. The LPA would increase the percentage of impervious surfaces within the permanent footprint, which would be similar to the Trench Option (from 19% existing to 37% proposed), as discussed in Section 3.10-4.2.2 of the Draft EIR. This increase in impervious surfaces would reduce the total amount of pervious areas capable of groundwater recharge. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the LPA would incorporate LID measures designed to retain the SWQDv on-site, supporting infiltration and groundwater recharge. In the trench segment, Project Feature PF-HWQ-7 (Trench Operation Runoff Collection and Treatment) provides that runoff exceeding the SWQDv would be collected, treated as necessary, and conveyed to the existing storm drain system in accordance with applicable regulatory requirements. The majority of runoff would be infiltrated on-site during project operation. These project features reflect Metro's standard design practices and provide part of the substantial evidence supporting the conclusion that most stormwater generated on-site during operation would be retained for infiltration, and overall, operational water use would be minimal relative to basin supplies. Therefore, operation of the LPA would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, and the impact would be less than significant.

Impact 3.10-4.3: Substantial Erosion During Construction

Construction of the LPA would not result in substantial drainage pattern alteration such that erosion or siltation occurs. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) a SWPPP would be prepared and implemented with measures to stabilize soil, control sediment, and manage stormwater consistent with regulatory requirements. These measures would also reduce stormwater runoff velocity, thereby limiting its capacity to result in erosion and siltation on- or off-site, including in sumps. In the trench segment, Project Feature PF-HWQ-4 (Trench

Construction Runoff Collection and Treatment) would provide for surface runoff to be collected and discharged in a controlled manner, consistent with Basin Plan requirements. Where trench runoff is directed to different discharge points than existing points, Project Feature PF-HWQ-5 (Temporary Storm Drain Inflow Rerouting) provides for collection and rerouting of inflows in a manner that avoids erosion or siltation impacts. These project features reflect Metro's standard construction and water quality practices and provide part of the substantial evidence supporting the conclusion that drainage patterns during construction would be managed consistent with applicable requirements. Thus, the LPA would result in a less than significant impact during construction related to erosion or siltation.

Impact 3.10-4.3: Substantial Erosion During Operations

The LPA would increase the percentage of impervious surfaces within the permanent footprint (from 19% existing to 37% proposed). As part of Project Feature PDF-HWQ-6 (LID BMPs per Regional Requirements), the LPA would incorporate LID measures designed to retain the SWQDv on-site, supporting infiltration and reducing uncontrolled runoff. In the trench segment, Project Feature PF-HWQ-7 (Trench Operation Runoff Collection and Treatment) provides for collection, treatment (if necessary), and conveyance of excess runoff to the storm drain in accordance with RWQCB requirements. These project features reflect Metro's standard operational stormwater practices and provide part of the substantial evidence supporting the conclusion that drainage patterns during operation would be managed consistent with applicable requirements. Thus, there would be a less than significant impact during operations related to erosion or siltation.

Impact 3.10-4.4: Surface Runoff During Construction

Project excavation, equipment laydown, and other ground-disturbing activities could alter the existing drainage pattern within the project footprint and concentrate or redirect surface runoff such that flooding occurs on- or off-site. However, substantial drainage alterations are not expected because significant natural and manmade drainage features are absent from the area and any changes in surface runoff would be temporary in nature. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) construction would be conducted under a SWPPP with measures for soil stabilization, sediment control, and stormwater management consistent with permit requirements. These measures would manage runoff in a way that limits potential for localized flooding on- or off-site. In the trench segment, Project Feature PF-HWQ-4 (Trench Construction Runoff Collection and Treatment) provides for the collection and controlled discharge of surface runoff. Where storm drain inflows are temporarily rerouted during construction, Project Feature PF-HWQ-5 (Temporary Storm Drain Inflow Rerouting) provides for their capture, treatment if necessary, and discharge consistent with applicable requirements. These project features reflect Metro's standard construction and water quality practices and provide part of the substantial evidence supporting the conclusion that surface runoff during construction would be managed consistent with applicable regulatory requirements. Thus, the LPA would result in a less than significant impact related to flooding during construction.

Impact 3.10-4.4: Surface Runoff During Operations

The LPA would increase impervious surfaces compared to existing conditions, which could affect surface runoff and contribute to localized flooding if unmanaged. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the LPA would incorporate LID measures designed to retain the SWQDv on-site in accordance with regional requirements. In the trench segment, Project Feature PF-HWQ-7 (Trench Operation Runoff Collection and Treatment) provides for excess runoff to be collected, treated if necessary, and discharged to existing storm drain facilities in compliance with RWQCB Basin

Plan requirements. These project features reflect Metro's standard operational stormwater practices and provide part of the substantial evidence supporting the conclusion that the LPA would not exceed stormwater drainage system capacity or generate additional polluted runoff. Thus, the LPA would result in a less than significant impact related to flooding during operation.

Impact 3.10-4.5: Stormwater Drainage Capacity During Construction

Construction activities such as excavation, equipment laydown, and other ground-disturbing activities could temporarily alter drainage patterns within the project footprint and concentrate or redirect surface runoff. These temporary alterations could increase volumes or flow rates and, if unmanaged, potentially exceed the capacity of the stormwater drainage system or introduce additional sources of polluted runoff. Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) provides for stormwater BMPs that limit stormwater runoff velocity and control erosion and sedimentation during construction. Project Feature PF-HWQ-4 (Trench Construction Runoff Collection and Treatment) establishes collection and on-site infiltration of trench runoff, avoiding exceedance of existing storm drain capacity. As part of Project Feature PF-HWQ-5 (Temporary Storm Drain Inflow Rerouting), any temporary rerouting of storm drain inflows would be designed consistent with the RWQCB Basin Plan water quality requirements and in a manner that maintains stormwater drainage system capacity. With these standard construction practices in place, the LPA would result in a less than significant impact during construction related to stormwater drainage system capacity or generation of additional polluted runoff.

Impact 3.10-4.5: Stormwater Drainage Capacity During Operations

Operation of the LPA would not result in substantial drainage pattern alteration such that runoff exceeds stormwater drainage systems or additional sources of polluted runoff are generated. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the SWQDv would be retained on-site, thereby minimizing the potential for excessive and/or polluted runoff to enter storm drains. For the trench segment, as part of Project Feature PF-HWQ-7 (Trench Operation Runoff Collection and Treatment), additional runoff in the trenches would be collected, treated (if necessary), and transferred to nearby storm drains. Because most stormwater would be retained on-site and additional stormwater would be directed to existing storm drain facilities consistent with the RWQCB Basin Plan water quality requirements, operation of the LPA would not result in exceedances of stormwater drainage system capacity or generation of additional polluted runoff. Thus, the impact of project operation relating to the addition of impervious surfaces in a manner which would exceed stormwater drainage system capacity or substantially add sources of polluted runoff would be less than significant.

Impact 3.10-4.6: Redirect or Impede Floodflows During Construction

Project construction would not result in substantial drainage pattern alteration such that flood flows are impeded or redirected. A very small portion of the project's temporary footprint near the Torrance TC is located within a 100-year flood zone, which would be for a temporary construction easement. As part of Project Feature PF-HWQ-8 (City of Torrance Flood Zone Requirements), construction within this area would comply with the City of Torrance's flood hazard requirements, which establish permitting, administration, and construction standards designed to reduce potential run-ins with flood waters. Although portions of the alignment would be trenched below grade, this lowered elevation would not create a new flood zone area since the footprint is not located near any existing flood zones or large drainage features. These requirements reflect existing City code and Metro's standard construction practices, and they provide part of the substantial evidence supporting the conclusion that flood flows

would not be impeded or redirected. Thus, construction of the LPA would result in a less than significant impact regarding flood flows.

Impact 3.10-4.6: Redirect or Impede Floodflows During Operations

Operations would not result in substantial drainage pattern alteration such that flood flows are impeded or redirected. Portions of the LPA would operate at approximately the same elevation or in certain locations elevated above the existing railroad and freight rights-of-way and would not exacerbate the existing flood risk or impede or redirect flood flows. Although the trench would run below grade, the trench would not create a new flood zone given its distance from existing flood zones and from large drainage features. Although runoff from the trench may be directed to different discharge points than existing points, runoff would not be directed into an existing flood zone. Thus, operations would not result in substantial drainage pattern alteration which would impede or redirect flood flows, and the impact would be less than significant.

Impact 3.10-4.7: Inundation During Construction

Construction would not risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone. A very small portion of the temporary footprint is located within a 100-year flood zone, which would be for a temporary construction easement for the removal of an existing spur track. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit), BMPs would be implemented to manage stormwater and prevent the release of pollutants, including in the unlikely event of localized flooding. In addition, as part of Project Feature PF-HWQ-8 (City of Torrance Flood Zone Requirements), construction within mapped flood zones would comply with the City of Torrance's established requirements for construction within flood hazard areas, designed to reduce potential run-ins with flood waters. These project features reflect existing regulatory requirements and Metro's standard construction practices, and they provide part of the substantial evidence supporting the conclusion that inundation during construction would not result in pollutant release. Therefore, construction would not risk the release of pollutants in flood hazard, tsunami, or seiche zones, and the impact would be less than significant.

Impact 3.10-4.7: Inundation During Operations

Operations would not risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone. No portions of the permanent project footprint would be located within the 100-year flood zone. As part of PF-HWQ-6 (LID BMPs per Regional Requirements), the LPA's design would incorporate LID measures to retain the SWQDv, thereby ensuring that the majority of stormwater is managed within the project footprint. This design feature reflects Metro's standard operational stormwater practices and provides part of the substantial evidence supporting the conclusion that operations would not risk the release of pollutants due to flood hazard, tsunami, or seiche zones. Therefore, the impact would be less than significant.

Impact 3.10-4.8: Conflict with Water Quality Plan During Construction

Project construction would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. A groundwater sustainability plan has not been developed for the West Coast Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin, as it is considered a "very low priority" by the state. Therefore, project construction would not conflict with a sustainable groundwater management plan. The RWQCB Basin Plan (e.g., water quality control plan) pertinent to the RSA includes beneficial uses, water quality objectives, and waste discharge requirements designed to protect surface water and groundwater quality within the region. As part of

Project Features PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) and Project Feature PF-HWQ-2 (Groundwater Treatment and Discharge per RWQCB Waste Discharge Requirements for Construction Dewatering), the project incorporates measures that ensure compliance with applicable regulatory requirements for construction stormwater management and groundwater handling. These design features reflect Metro's standard construction practices and provide part of the substantial evidence supporting the conclusion that construction would be consistent with the Basin Plan. Therefore, construction of the LPA would not conflict with implementation of the Basin Plan, and the impact would be less than significant.

Impact 3.10-4.8: Conflict with Water Quality Plan During Operations

A groundwater sustainability plan has not been developed for the West Coast Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin; therefore, project operation would not conflict with a sustainable groundwater management plan. The RWQCB Basin Plan (i.e., water quality control plan) pertinent to the RSA includes beneficial uses, water quality objectives, and waste discharge requirements designed to protect surface water and groundwater quality within the region. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the project will incorporate LID BMPs consistent with Metro's design criteria and regional MS4 permit requirements, including measures to retain the SWQDv on-site and maintain catch basins to prevent debris and trash from entering storm drains. This would protect surface water and groundwater quality and help ensure compliance with beneficial uses and water quality objectives for surface water and groundwater within the region. These features provide part of the substantial evidence supporting the conclusion that runoff during operation would be managed consistent with applicable Basin Plan requirements. Therefore, operation of the LPA would not conflict with implementation of the Basin Plan, and the impact would be less than significant.

References in the Draft and Final EIR

- Section 3.10, Hydrology and Water Quality, Subsections 3.10-4.1, 3.10-4.2, 3.10-4.3, 3.10-4.4, 3.10-4.5, 3.10-4.6, 3.10-4.7, and 3.10-4.8 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

PF-HWQ-1. SWPPP Implementation per Construction General Permit and MS4 Permit

Construction of the project would disturb greater than one acre of ground surface and is thus subject to the Construction General Permit SWPPP requirements. The SWPPP would include BMPs designed to prevent impacts to water quality from occurring during construction. BMPs included would be the minimum BMPs required by the MS4 Permit for all construction sites and additional BMPs determined necessary by the SWPPP developer. BMPs designed to prevent the introduction of chemicals, trash, and/or hazardous substances into waters may include but are not limited to fueling equipment offsite, secondary containment, drip pans, spill response plans, and designed waste receptacles on site. BMPs designed to prevent erosion, prevent sedimentation, and slow and capture runoff on the construction site may include but are not limited to stabilized construction entrances/exits, fiber rolls, silt fences, sandbags, water application for dust control, check dams, drainage inlet protections, infiltration basins, and hydroseeding. BMPs would be implemented before, during, and/or immediately after construction.

PF-HWQ-2. Groundwater Treatment and Discharge per RWQCB Waste Discharge Requirements for Construction Dewatering

Per the requirements of the RWQCB Waste Discharge Requirements for Construction Dewatering, dewatered groundwater would be treated if necessary and then discharged in a pre-approved location specified by said requirements.

PF-HWQ-4. Trench Construction Runoff Collection and Treatment

During trench construction for the LPA, surface runoff flowing within the trench would be collected, pumped out of the trench, treated (if necessary), and discharged to a pervious area on site for infiltration into the soil. BMPs used for surface runoff collection, treatment, and discharge would minimize the potential for introduction of pollutants into surface runoff, as well as the potential for erosion, siltation, flooding, and exceedance of existing storm drain system capacities on or offsite. Surface runoff treatment and discharge would comply with RWQCB Basin Plan water quality requirements.

PF-HWQ-5. Temporary Storm Drain Inflow Rerouting

Although no existing storm drain rerouting is proposed under the LPA, runoff from the LPA footprint may be directed to different discharge points than existing points to avoid adverse hydrology and water quality impacts.

For the LPA, stormwater inflows would be captured, treated (if necessary), rerouted around the construction site, and discharged into the existing storm drain system. Treatment and discharge of storm drain inflows to the existing storm drain system would be conducted per RWQCB Basin Plan water quality requirements.

PF-HWQ-6. LID BMPs per Regional Requirements

The operational design of the project would include LID BMPs designed to retain the SWQDv on site per regional LID requirements. Examples of potential LID BMPs that may be implemented include but are not limited to increasing runoff's flow path length of travel and providing on-site detention basins for retainment and infiltration. Additional runoff (beyond the SWQDv) would continue to be discharged via new or existing tie-ins to the existing stormwater drainage system. In elevated portions of the LPA, runoff would be collected by down drains. Discharge locations of underdrains installed along the project would be the same as existing discharge locations. Although no existing storm drain rerouting is proposed under the LPA, runoff from the LPA footprint may be directed to different existing discharge points. Existing catch basins on adjacent storm drains would be retained during operation to prevent debris and trash from entering the stormwater drainage system.

PF-HWQ-7. Trench Operation Runoff Collection and Treatment

During LPA operation, runoff that exceeds the SWQDv in the trench would be collected via a sump drainage system at the low point along the trenched alignment. Runoff collected in the sump would be treated as needed, and then would either be pumped or flow via gravity from the sump to the existing storm drain system in compliance with RWQCB Basin Plan water quality requirements.

PF-HWQ-8. City of Torrance Flood Zone Requirements

A small portion of the project temporary footprint would be located within the 100-year flood zone, where a temporary construction easement would be needed for removal of an existing spur track. Construction in this area would be required to comply with Division 7, Chapter 9 of the Torrance City

Code, titled “Flood Hazard Insurance.” This section establishes a development permit process for flood hazard areas, designates a floodplain administrator for the City, and establishes standards for construction within flood hazard areas.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to hydrology and water quality would be less than significant.

6.9. UTILITIES AND SERVICE SYSTEMS

The project would have a less than significant impact related to utilities and service systems with respect to the following significance thresholds:

- Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (Impact 3.11-4.1)
- Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Impact 3.11-4.2)
- Would the project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the LPA’s projected demand in addition to the provider’s existing commitments? (Impact 3.11-4.3)
- Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Impact 3.11-4.4)

Impacts

Impact 3.11-4.1: Expansion of Utility Facilities During Construction

The LPA would require the relocation of certain utilities, such as water and power lines, which could potentially result in environmental effects related to construction and the temporary disruption of services, including construction emissions and disrupting roadway circulation. No publicly owned oil or gas facilities are identified to be relocated. Existing telecommunication facilities would be protected in place. As part of Project Feature PF-US-1 (Utility Identification and Coordination), Metro would verify the locations of existing utilities, conduct field investigations, and develop layouts to address required separations and any relocations. In addition, as part of Project Feature PF-US-2 (Service Interruption Notification), the construction contractor would coordinate with utility and service providers to minimize service disruptions, provide temporary connections where needed, and notify the public of anticipated service interruptions, if any.

With respect to stormwater runoff, the LPA may require minor modifications to existing storm drain infrastructure, including the relocation of one storm drain pipeline. Consistent with Metro’s standard practice, coordination would occur with stormwater facility operations and service users would be notified (PF-US-1 and PF-US-2). Stormwater management during construction would also occur as part

of Project Features PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit), PF-HWQ-4 (Trench Construction Runoff Collection and Treatment) and PF-HWQ-5 (Temporary Storm Drain Inflow Rerouting), ensuring that the existing storm drain capacity is not exceeded.

Project construction has no potential to require new or expanded electric power, natural gas, oil, or telecommunication facilities. Minimal electricity would be used to power field offices for the construction contractor. Minimal electricity would be used to power contractor field offices.

The project features described above reflect Metro's established utility coordination, service notification, and stormwater practices and provide part of the substantial evidence supporting the conclusion that construction would not result in significant impacts related to water, stormwater drainage, electric, natural gas and oil, or telecommunications facilities. Therefore, the impact would be less than significant.

Impact 3.11-4.1: Expansion of Utility Facilities During Operations

The LPA would not involve a significant long-term, permanent source of water use or wastewater generation. The LPA would increase impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, as part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the LPA would incorporate LID measures designed to retain the SWQDv on-site, limiting the potential for additional demand on stormwater facilities. Electricity would be provided to the light rail line by TPSS units and to stations by traditional distribution connection facilities (e.g., power poles, underground wires, transmission lines, and distribution lines). The LPA would require 6,946,500 kWh (6,946.5 MWh) of annual electricity use to power the extension. To offset electricity consumption levels across the Metro rail system, Metro constructed photovoltaic installations in 2018, which generated 2.9 million kWh in 2018; additional photovoltaic systems to generate renewable energy are expected in the future. The electrically powered transit line would not use oil or natural gas. It is not anticipated that natural gas would be utilized to maintain or store trains at the existing facility. There would be no potential for the LPA to require new or expanded natural gas or oil facilities. Operational activities associated with the LPA have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. Therefore, the LPA would have a less than significant impact during operation related to utility facilities.

Impact 3.11-4.2: Sufficient Water Supplies During Construction

Construction of the LPA would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. This short-term use would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of the LPA would result in a less than significant impact related to water supplies.

Impact 3.11-4.2: Sufficient Water Supplies During Operations

The LPA does not include a significant long-term, permanent source of water use. The LPA would not construct station restroom facilities nor a new minimal storage facility. Some water use may be needed to clean stations or wash trains. This minimal water use would not interfere with the existing and planned capacity of water facilities. In addition, station perimeters would include drought-tolerant landscaping requiring nominal amounts of water consumption. There is no potential for the LPA to interfere with regional water supply services. Therefore, operations of the LPA would result in a less than significant impact related to water supplies.

Impact 3.11-4.3: Wastewater Treatment Capacity During Construction

The LPA would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. The Sanitation Districts of Los Angeles County operates the Joint Water Pollution Control Plant (JWPCP) that serves the entire South Bay community as well as communities located as far east as Pomona and as far north as La Cañada Flintridge for wastewater treatment. Wastewater generated by temporary worker restrooms for construction of the LPA would represent a negligible proportion of the daily wastewater processed by the JWPCP, and the facility is anticipated to have adequate capacity to serve the project. Therefore, construction of the LPA would result in a less than significant impact related to wastewater treatment capacity.

Impact 3.11-4.4: Solid Waste Capacity During Construction

Construction of the LPA would generate solid waste related to discarded construction material. Construction of the LPA would require soil excavation and export at a similar, but lower, amount as the Trench Option (which is estimated to require approximately 340,000 CY of excavation and export of approximately 202,600 CY of soil, with 10% of that assumed to be contaminated). Contaminated soil and waste would be disposed of at a permitted landfill per the specifications of DTSC or RWQCB or other agencies overseeing construction of the LPA. The nearest landfills which actively process contaminated soil are the Hazmat TSDF facility and Soil Safe of California Incorporated, located in San Bernardino County. Based on the processing capacity of the two sites, they would be able to adequately process the contaminated soil anticipated to be generated by the LPA. Construction of the LPA would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal, including AB 939. Regional facilities that process contaminated soil should have the capacity for construction related solid waste. Therefore, construction of the LPA would result in a less than significant impact related to compliance with solid waste standards and capacity.

References in the Draft and Final EIR

- Section 3.11, Utilities and Service Systems, Subsections 3.11-4.1, 3.11-4.2, 3.11-4.3.1, and 3.11-4.4.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsection 5.2-7, Major Topic Response MR-7, Utility Relocation and Hazardous Materials Safety, of the Final EIR

Project Features

PF-US-1. Utility Identification and Coordination

Per Metro standard practice, as design progresses, Metro will continue to verify the locations of existing utilities potentially affected by construction activities. This will include coordinating with all existing utility providers for wet and dry utilities (water, sewer, oil, gas, electric, and telecommunications) and with private utility owners to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted throughout the preliminary engineering and final design phases to document the locations of all utilities within proximity to the guideway and station foundations of the guideway and station foundations, and other project elements that may affect utilities. Based on the information from the field investigations, the final designer will develop layouts of pipe separations based on coordination with the appropriate utility

owners/operators to determine specific setback requirements for each utility line and the need for any stabilization for protection in place or relocation measures. During the construction and prior to digging, the contractor will conduct additional field verifications, which include requirements such as contacting a utility location service to verify the position of existing pipes, and conducting additional potholing so that the final design layouts can be confirmed or adjusted as needed.

PF-US-2. Service Interruption Notification

Per Metro standard practice, prior to the start of any demolition or construction activities, Metro will be responsible for coordinating with utility and service providers regarding potential utilities service interruptions due to relocation of existing utilities. Metro will develop a construction plan in coordination with utilities and service providers to minimize interruptions of utilities systems to the greatest extent feasible, including providing temporary connection for services that must be disconnected for extended periods of time. Further, Metro will develop a contingency plan in cooperation with the utility providers for emergency repairs of any utilities unexpectedly found or that disintegrated because of age during excavations. The public would be notified of areas where temporary utilities service interruptions are anticipated.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to utilities and service systems would be less than significant.

6.10. ENERGY

The project would have a less than significant impact related to energy with respect to the following significance thresholds:

- Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Impact 3.12-4.1)
- Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Impact 3.12-4.2)

Impacts

Impact 3.12-4.1: Wasteful Energy Consumption During Construction

Construction of the LPA would require a one-time expenditure of diesel fuel and gasoline over the six-year construction period; as described in Section 4.21, Corrections and Additions, of the Final EIR, this amount would be higher than what would be required to construct the Elevated/At-Grade Alignment (approximately 1,300,000 gallons of diesel fuel and 102,000 gallons of gasoline) but lower than the Trench Option (approximately 1,900,000 gallons of diesel fuel and 153,000 gallons of gasoline). As part of Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance), construction equipment and trucks would meet advanced emissions and fuel-efficiency standards. As part of Project Feature PF-AQ-3 (Metro Moving Beyond Sustainability Strategic Plan Compliance), the LPA would be consistent with Metro's broader sustainability commitments, including the use of renewable diesel, where applicable. As part of Project Feature PF-AQ-4 (Metro Rail Design Guidelines), construction activities would use

energy efficiently. These project features reflect Metro's standard construction and design practices and provide part of the substantial evidence supporting the conclusion that construction energy would be used efficiently. Furthermore, the energy expenditure associated with construction fuel consumption would eventually be offset by the energy savings of replacing and shortening on-road passenger vehicle trips with use of light rail. Therefore, the LPA would have a less than significant impact during construction related to energy.

Impact 3.12-4.1: Wasteful Energy Consumption During Operations

The LPA would consume energy related to the light rail propulsion systems and lighting and accessory equipment at station platforms. It would also indirectly change regional energy consumption through changes in regional VMT by displacing vehicle trips for transit trips, which would reduce petroleum fuels consumption. With a VMT reduction of 43,094, annual regional energy consumption would be reduced by approximately 28.38 million MJ in the design/horizon year of 2042, when compared to the no project condition. Total electricity consumption to power the light rail extension would be 7,829 MWh (28,182,841 MJ), which would represent an increase of 0.4% of total Metro system and facilities annual electricity consumption as of 2019. This incremental increase in electricity demand would not place an undue burden on the existing electrical infrastructure and represents a miniscule fraction of the total Metro electricity use. Overall, the LPA would result in a net energy benefit, and a less than significant impact would occur.

Impact 3.12-4.2: Conflict With Energy Plans During Construction

Energy-resource consumption during construction of the LPA would be predominantly combustion of petroleum-based transportation fuels. Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance) commits Metro contractors to using less-polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions. Best practices include Tier 4 emission standards for off-road diesel-powered construction equipment with greater than 50 hp and restricting idling to a maximum of five minutes. Compliance with these provisions would limit excess petroleum fuels consumption during active use of off-road equipment and on-road vehicles. The CALGreen Code Tier 2 requires reduction, disposal, and recycling of at least 80% of nonhazardous construction materials and requires demolition debris to be recycled and/or salvaged, which would ultimately result in reductions of indirect energy use associated with waste disposal and storage. Therefore, construction would have a less than significant impact related to conflicting with or obstructing plans for renewable energy or energy efficiency.

Impact 3.12-4.2: Conflict With Energy Plans During Operations

The LPA is a light rail system extension providing energy efficient mass transit to communities in need of enhanced accessibility options. The LPA would reduce auto passenger vehicle trips and reliance on petroleum-based transportation fuels. The benefits of the LPA are consistent with the goals, objectives, and policies of SCAG and the Cities of Lawndale, Redondo Beach, and Torrance. As the renewable energy portfolios of Metro and local jurisdictions expand over time, natural resources consumption to provide the electricity required for operations would become more energy efficient. The LPA would not conflict with any adopted plan or regulation to enhance energy efficiency or reduce transportation fuels consumption and would support the initiatives of the Metro CAAP. In addition, the LPA would not interfere with renewable portfolio targets and would not result in a wasteful or inefficient expenditure of energy resources. The LPA would positively contribute to statewide, regional, and local efforts to create a more efficient and sustainable transportation infrastructure network. Therefore, operations

would result in a less than significant impact related to conflicting with or obstructing plans for renewable energy or energy efficiency.

References in the Draft and Final EIR

- Section 3.12, Energy, Subsections 3.12-4.1 and 3.12-4.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

None

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to energy would be less than significant.

6.11. TRIBAL CULTURAL RESOURCES

The project would have a less than significant impact related to tribal cultural resources with respect to the following significance thresholds:

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)? (Impact 3.14-4.1)
- Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? (Impact 3.14-4.2)

Impacts

Impact 3.14-4.1: Substantial Adverse Change in The Significance of a Tribal Cultural Resource During Operation

Operational activities of the LPA would be limited to light rail operations on established tracks and at facilities constructed as part of the LPA. The operation of light rail transit traffic and other rail operations would not cause subsurface ground disturbance, nor alter any existing setting that would impact a tribal cultural resource within the RSA. Therefore, the impact would be less than significant.

Impact 3.14-4.2: Substantial Adverse Change in The Significance of a Tribal Cultural Resource Determined by a Lead Agency During Operation

Operational activities of the LPA would be limited to light rail operations on established tracks and at facilities constructed as part of the LPA. The operation of light rail transit and other rail operations would not cause subsurface ground disturbance nor alter any existing setting that would impact a resource of tribal significance within the RSA. Therefore, the impact would be less than significant.

References in the Draft and Final EIR

- Section 3.14, Tribal Cultural Resources, Subsections 3.14-4.1 and 3.14-4.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

None

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to tribal cultural resources would be less than significant.

6.12. PUBLIC SERVICES

The project would have a less than significant impact related to public services with respect to the following significance thresholds:

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection? (Impact 3.15-4.1)
- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection? (Impact 3.15-4.2)
- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to meet demand for schools? (Impact 3.15-4.3)
- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to meet demand for parks? (Impact 3.15-4.5)

- Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Impact 3.15-4.6)
- Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Impact 3.15-4.7)

Impacts

Impact 3.15-4.1: Fire Protection Response Times During Construction

There are no fire stations or other related government facilities in or adjacent to the RSA. Construction staging areas would, therefore, not result in the acquisition of any fire facilities within the RSA, nor result in the alteration of existing facilities or construction of new facilities to maintain fire protection services the RSA. Roadways that intersect the LPA would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. As part of Project Feature PF-T-1 (Construction Traffic Management Plan), Metro's construction contractor would coordinate with the cities and emergency providers to develop CTMPs that are communicated to those providers. The CTMPs would clearly identify alternative routes to ensure that fire services response times would remain compliant with NFPA guidelines. This project feature reflects Metro's standard construction coordination practices and provides part of the substantial evidence supporting the conclusion that construction would not result in the need for new or physically altered fire protection facilities.

Although construction of the LPA would create additional jobs in the project area, it would not indirectly result in population growth, and therefore, not lead to the need for additional fire protection facilities to maintain service ratios. Therefore, construction of the LPA would not result in the need for new or physically altered fire protection facilities and this impact would be less than significant.

Impact 3.15-4.1: Fire Protection Response Times During Operations

During operation of the LPA, fire protection services would continue to be provided by Los Angeles County Fire Department, Redondo Beach Fire Department, and the Torrance Fire Department. The LPA would fully grade-separate light rail transit from roadways and, therefore, would not have the potential to increase emergency vehicle delays and affect response times of fire protection services. Operation of the LPA would not induce unplanned population growth that would impact the demand for fire protection facilities. Therefore, operation of the LPA would not result in the need for new or physically altered fire protection facilities and this impact would be less than significant**.**

Impact 3.15-4.2: Police Protection Response Times During Construction

There are no police stations within the RSA. Construction staging areas would, therefore, not result in the acquisition of any police facilities within the RSA, nor would it result in the alteration of existing facilities or construction of new facilities to service the RSA. Construction activities of the LPA would be temporary and generally confined within the existing Metro ROW. Roadways that intersect the LPA would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. As part of Project Feature PF-T-1 (Construction Traffic Management Plan), Metro's contractor would coordinate with affected cities and emergency providers to prepare CTMPs that are communicated to those providers. The CTMPs would identify alternative routes to ensure that police response times remain adequate. This feature reflects Metro's standard

practice for construction coordination and provides part of the substantial evidence supporting the conclusion that construction would not interfere with police protection response times.

Construction activities would also be conducted in compliance with Metro's MRDC, which follows the principles of Crime Prevention through Environmental Design (CPTED) and Metro safety and security programs. Incorporation of CPTED principles would reduce potential impacts to police service performance ratios that may arise from the introduction of construction staging areas.

Although construction of the LPA would create additional jobs in the project area, it would not indirectly result in population growth and, therefore, not lead to the need for additional police facilities to maintain service ratios. Thus, construction of the LPA would not result in the need for new or physically altered police facilities and this impact would be less than significant.

Impact 3.15-4.2: Police Protection Response Times During Operations

During operations, police protection services would continue to be provided by the Los Angeles Sheriff's Department, Hawthorne Police Department, Redondo Beach Police Department, and Torrance Police Department within their respective jurisdictions. The LPA would fully grade separate light rail transit from roadways and, therefore, would not increase emergency vehicle delays. Operation of the LPA would not induce unplanned population growth that would impact the demand for police protection services. Therefore, operation of the LPA would not result in the need for new or physically altered police protection facilities and this impact would be less than significant**.**

Impact 3.15-4.3: School Demand During Construction

No educational facilities are located immediately adjacent to the proposed alignment or transit stations. Construction of the LPA would not require the acquisition of any public facilities, including educational facilities. Construction activity would be limited to the Metro ROW and staging areas and would not result in direct physical impacts to any school. As part of Project Feature PF-T-1 (Construction Traffic Management Plan), access to nearby schools would be maintained during construction and detour routes would be identified to ensure circulation is provided during construction. This feature reflects Metro's standard practice for construction coordination and provides part of the substantial evidence supporting the conclusion that construction would not interfere with access to educational facilities. Therefore, construction of the LPA would not result in the need for new or physically altered educational facilities and this impact would be less than significant.

Impact 3.15-4.5: Park Demand During Construction

El Nido Park is located adjacent to the existing Metro ROW and would be adjacent to construction staging areas at 182nd Street. Thus, construction activities could potentially hinder or block access to this park facility. Additionally, construction staging areas at 170th Street would potentially reduce access to William Green Park. Roadways that intersect the LPA would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. As part of Project Feature PF-T-1 (Construction Traffic Management Plan), alternative vehicular and pedestrian access routes to park facilities would be identified, clearly marked, and maintained throughout construction. This feature reflects Metro's standard practice for construction coordination and provides part of the substantial evidence supporting the conclusion that access to park facilities would be preserved.

Although construction of the LPA would create additional jobs in the project area, it would not indirectly result in population growth, and therefore, not lead to the need for additional park facilities to maintain

service ratios. Therefore, construction of the LPA would not result in the need for new or physically altered park facilities and this impact would be less than significant.

Impact 3.15-4.5: Park Demand During Operation

The LPA would not include stations at parks adjacent to the Metro ROW. El Nido Park would be located within a quarter mile of the Redondo Beach TC Station and may see some increased demand for and usage of its facilities during operation of the LPA. However, this station would be located adjacent to high-volume commercial uses and transportation connections, which are expected to attract greater numbers of riders than surrounding residential and open space destinations. Therefore, the LPA is reasonably anticipated to not generate substantial additional demand for and usage of El Nido Park beyond the existing maintenance capacity of the City of Torrance Park Services Division.

Metro acknowledges that residents currently use the Metro ROW as recreational space, although it is not a designated park or walkway, and its primary purpose is rail transportation. Operation of the LPA would result in a closure of the portion of the Metro ROW (which would include active light rail and freight service) to public access where fencing is currently breached, for the safety of residents. The closure of this portion of the Metro ROW would not, however, lead to the need for new or physically altered government facilities in order to meet demand for parks. The LPA would include the construction of two multi-use recreational paths. These paths would increase the overall capacity of recreational uses. The provision of new recreational facilities could benefit other facilities by potentially reducing the usage of other existing parks in the RSA.

Based on the above, project operation would not result in the need for new or physically altered park facilities and this impact would be less than significant.

Impact 3.15-4.6: Park Deterioration During Construction

The LPA would neither directly nor indirectly result in population growth that could lead to increased or accelerated deterioration of recreational facilities. Construction workers may potentially increase the usage of and demand for parks and recreational facilities, but this increased usage would be temporary and nominal compared to total facility usage by all local residents. The existing parks and recreational facilities in the RSA would continue to be regularly maintained by the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance, and would continue to serve the existing surrounding residential population during construction activities. Therefore, construction impacts of the LPA would not result in the substantial deterioration of park facilities and this impact would be less than significant.

Impact 3.15-4.6: Park Deterioration During Operations

The LPA would not include stations at parks adjacent to the Metro ROW. El Nido Park would be located within a quarter mile of the Redondo Beach TC Station and may see some increased demand for and usage of its facilities during operation of the LPA. However, this station would be located adjacent to high-volume commercial uses and transportation connections, which are expected to attract greater numbers of riders than surrounding residential and open space destinations. Therefore, the LPA is reasonably anticipated to not generate substantial additional demand for and usage of El Nido Park beyond the existing maintenance capacity of the City of Torrance Park Services Division.

Metro acknowledges that residents currently use the Metro ROW as recreational space, although it is not a designated park or walkway, and its primary purpose is rail transportation. Operation of the LPA would result in a closure of the portion of the Metro ROW (which would include active light rail and freight service) to public access where fencing is currently breached, for the safety of residents. The

closure of this portion of the Metro ROW would not, however, lead to the need for new or physically altered government facilities in order to meet demand for parks. The LPA would include the construction of two multi-use recreational paths. These paths would increase the overall capacity of recreational uses. The provision of new recreational facilities could benefit other facilities by potentially reducing the usage of other existing parks in the RSA.

Based on the above, project operation would not result in the substantial deterioration of park facilities and this impact would be less than significant.

Impact 3.15-4.7: Expansion of Recreation During Construction

The LPA includes two multi-use recreational paths within the Metro ROW, neither of which would result in displacement of existing designated recreational facilities or adverse physical effects on the environment. Construction workers would temporarily work in the area and would not likely relocate to the project area on a permanent basis. Construction workers may potentially increase the usage of and demand for parks and recreational facilities, but this increased usage would be temporary and nominal compared to total facility usage by all local residents. Therefore, impacts related to adverse physical effects of construction of recreational facilities would be less than significant.

Impact 3.15-4.7: Expansion of Recreation During Operations

The LPA would not indirectly induce unplanned population growth that would impact the demand for recreational facilities. The LPA includes two multi-use recreational paths within the Metro ROW, which would provide passive recreation uses. The primary purpose of the multi-use paths would be transportation for pedestrians and bicyclists and would be similar to the existing usage of the Metro ROW as a non-designated recreational greenspace. The new multi-use paths are anticipated to be utilized by existing residents in the RSA and would not induce demand or new vehicle trips such as a new regional park or recreational facility. The multi-use paths would still allow residents to use a portion of the Metro ROW for recreational use. Therefore, impacts related to adverse physical effects of operation of recreational facilities would be less than significant.

References in the Draft and Final EIR

- Section 3.15, Public Services and Utilities, Subsections 3.15-4.1, 3.15-4.2. 3.15-4.3.1, 3.15-4.5, 3.15-4.6, and 3.15-4.7 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsection 5.2-10, Major Topic Response MR-10: Changes to Community Character; Subsection 5.2-12, Major Topic Response MR-12: Emergency Access, of the Final EIR

Project Features

PF-PS-1. Coordination with Torrance Refining Company and Emergency Responders

Before construction of the project and during the advanced design stages, Metro would work with the Torrance Refining Company and Torrance Logistics Company, BNSF Railway, the City of Torrance, and other City entities responsible for emergency response to coordinate emergency communication systems so that, in the event of an emergency relating to flaring or other refinery operations-related hazards, Metro could hold or detour trains to avoid traveling near the refinery.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to public services and recreation would be less than significant.

7. FINDINGS FOR ENVIRONMENTAL RESOURCES FOUND NOT TO BE IMPACTED

Metro finds that there would be no impacts for the following environmental resources, as found in the referenced sections of the Draft EIR.

Aesthetics

- Scenic Vistas: Construction (Subsection 3.3-4.1.1) and Operation (Subsection 3.3-4.1.2)
- Scenic Highways: Construction (Subsection 3.3-4.2.1) and Operation (Subsection 3.3-4.2.2)

Noise and Vibration

- Airports: Construction and Operation (Subsection 3.6-4.2)

Biological Resources

- Riparian Habitat/Sensitive Natural Community: Construction (Subsection 3.7-4.2.1) and Operation (Subsection 3.7-4.2.2)
- Wetlands: Construction (Subsection 3.7-4.3.1) and Operation (Subsection 3.7-4.3.2)
- Movement of Fish & Wildlife Species: Construction (Subsection 3.7-4.4.1) and Operation (Subsection 3.7-4.4.2)
- Conflicts with Habitat Conservation Plans: Construction (Subsection 3.7-4.6.1) and Operation (Subsection 3.7-4.6.2)

Geology, Soils, and Paleontological Resources

- Known Earthquake Fault Zone: Construction (Subsection 3.8-4.1.1) and Operation (Subsection 3.8-4.1.2)
- Soil Erosion: Operation (Subsection 3.8-4.5.2)
- Septic Tanks or Alternative Wastewater Disposal Systems: Construction and Operation (Subsection 3.8-4.8)
- Paleontological Features: Operations (Subsection 3.8-4.9.2)

Hazards and Hazardous Materials

- Hazardous Materials Within One-Quarter Mile of School: Operation (Subsection 3.9-4.3.2)
- Hazardous Materials Sites: Operation (Subsection 3.9-4.4.2)
- Airport Land Use Plans: Construction and Operation (Subsection 3.9-4.5)
- Private Air Strip: Construction and Operation (Subsection 3.9-4.6)

- Wildfire Hazards: Construction and Operation (Subsection 3.9-4.8)

Utilities and Service Systems

- Wastewater Treatment Capacity: Operation (Subsection 3.11-4.3.2)
- Solid Waste Capacity: Operation (Subsection 3.11-4.3.4)
- Compliance with Solid Waste Regulations: Construction (Subsection 3.11-4.3.5) and Operation (Subsection 3.11-4.3.6)

Cultural Resources

- Adverse Change to Historical Resources: Construction (Subsection 3.13-4.1.1) and Operation (Subsection 3.13-4.1.2)
- Adverse Change to Archaeological Resources: Operation (Subsection 3.13-4.2.2)
- Disturbance of Human Remains: Operation (Subsection 3.13-4.3.2)

Public Services and Recreation

- School Demand During Operation (Subsection 3.15-4.3.2)
- Demand for Library Facilities: Construction (Subsection 3.15-4.4.1) and Operation (Subsection 3.15-4.4.2)

Other CEQA Considerations

- Agricultural and Forestry Resources: Construction and Operation (Subsection 3.16-2.1)
- Mineral Resources: Construction and Operation (Subsection 3.16-2.2)
- Population and Housing: Construction and Operation (Subsection 3.16-2.3)
- Wildfire: Construction and Operation (Subsection 3.16-2.4)

8. FINDINGS FOR CUMULATIVE IMPACTS

CEQA Guidelines Section 15130(a)(3) defines "cumulatively considerable" to mean the incremental effects of an individual project are significant when viewed in connection with effects of past, present, and reasonably foreseeable probable future projects. Refer to Section 3.0, Introduction of the Draft EIR for the methodology used to assess the potential for cumulative impacts, as well as for a list of the probable future projects considered in the cumulative analysis.

8.1. TRANSPORTATION

Overlapping construction activities could be potentially disruptive if construction occurred concurrently, but given the shorter and more intermittent duration of the nature of these types of roadway improvement projects, overlap of construction periods would be minimal, if at all. Construction of these projects is not expected to result in significant duration or disruption.

During operations, the cumulative projects are not within the footprint of the LPA and would not cumulatively create new geometric hazards, obstructed visibility, or reduce emergency access.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the LPA, combined with past, present, and reasonably foreseeable projects, would not result in a cumulatively significant impact related to transportation during construction or operations.

8.2. LAND USE AND PLANNING

Simultaneous construction of other projects and the LPA could occur, potentially resulting in short-term and temporary construction disruptions to the existing built environment and circulation through temporary roadway or sidewalk closures or construction laydown areas. Given the shorter and more intermittent duration of the nature of these types of roadway improvement projects, overlap of construction periods would be minimal, if at all. The roadway closures and laydown areas during construction in conjunction with other projects would not divide existing communities as access within and out of the communities as they would generally be required to be maintained through their respective construction traffic management plans.

Operation of the LPA would not divide the existing community in conjunction with the related projects as access within and out of the communities would be unchanged or changed very little by these projects. Further, the cumulative projects would be required to be consistent with applicable general plans and zoning codes.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the LPA, combined with past, present, and reasonably foreseeable projects, would not result in a cumulatively significant impact to land use and planning during construction or operations.

8.3. AESTHETICS

Scenic Vistas or Scenic Highways

No scenic vistas or scenic highways are located near the LPA.

Conflicts with Regulations on Scenic Quality

Construction of the LPA in combination with other projects would represent a temporary change in the visual quality and character of the RSA. This temporary change during construction would be similar to other construction projects in the RSA, which would also have a temporary impact on visual character and quality of the RSA and its surroundings compared to existing conditions. As part of Project Feature PF-AES-2 (Metro Design Standards), construction activities would comply with applicable zoning regulations within the Cities of Lawndale, Redondo Beach, and Torrance, as well as with BMPs and development standards within each City.

During operation, the LPA would result in a visual change compared to existing conditions, but would not conflict with local regulations related to scenic quality.

Light and Glare

Construction of the LPA could result in construction-related illumination and nighttime construction lighting. Cumulative projects may be constructed during the same timeframe as the LPA and may also require night-time lighting. Mitigation Measure MM-AES-1 (Construction Lighting) would require that construction lighting be shielded and directed downward and away from adjacent residential and commercial areas. Similar to the LPA, cumulative projects are expected to comply with applicable regulations with each City related to light and glare, and to incorporate mitigation measures that would reduce light and glare impacts to the maximum extent feasible.

During operations, the LPA would be lit to provide adequate lighting for maintenance activities and ensure a safe environment. As part of PF-AES-2 (Metro Design Standards), all lighting would comply with Metro Design Standards and applicable lighting regulations that would be verified during the permitting process. Cumulative projects are also expected to comply with applicable city regulations related to light and glare, and to incorporate mitigation measures that would reduce light and glare impacts to the maximum extent feasible.

Findings

For the reasons stated above and based on substantial evidence in the record as a whole, with implementation of Mitigation Measure MM-AES-1, the LPA would not result in a cumulatively considerable impact related to construction lighting. Thus, with respect to this cumulative impact, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivisions (a)(1) of the CEQA Guidelines.

For other impacts related to aesthetics, Metro finds that the LPA would either not result in a cumulatively significant impact or the incremental contribution to the cumulative impact would not be cumulative considerable.

8.4. AIR QUALITY

Construction of the LPA would generate emissions of air pollutants through the use of heavy-duty off-road equipment and light- and heavy-duty on-road vehicles. In addition to diesel exhaust fumes, off-road equipment would produce fugitive emissions including dust during ground disturbance and material stockpiling and volatile asphalt off-gassing during paving activities. As described in Section 3.4, Air Quality of the Draft EIR and Chapter 4, Correction and Additions of the Final EIR, construction activities for the LPA would not generate mass daily emission in excess of any regional-scale SCAQMD threshold for individual projects under CEQA.

Attainment of the air quality standards is accomplished at the regional level, and the SCAQMD has adopted the rationale that projects with mass daily emissions below the regional screening thresholds would not generate sufficient air pollution to render cumulative impacts potentially significant. Although construction of other projects would occur within SCAB during construction of the LPA, emissions from LPA construction would not be cumulatively considerable for nonattainment pollutants and would also not be cumulatively significant based on the SCAQMD guidance.

Construction of the LPA would not generate localized emissions of NOX, CO, or particulate matter in excess of the applicable LST screening values. Although it is possible that construction of other cumulative projects may occur within the localized RSA during construction of the LPA, emissions from LPA construction would be controlled to the maximum extent feasible through implementation of BMPs contained within the Metro Green Construction Policy and would not exceed the SRA 3 LST screening values.

Long-term operation of the LPA would not introduce a new substantial stationary, area, or mobile source of air pollutant emissions into the SCAB. The primary effect of operations on regional air quality would be the displacement of on-road VMT resulting from increased transit ridership. Operation of the LPA would reduce emissions of air pollutants within the SCAB overall through the elimination of passenger vehicle trips. The 2016 AQMP emissions budgets are partially developed based on the 2016–2040 RTP/SCS, and the two planning documents are developed in conjunction with one another. The project is included in the 2016–2040 RTP/SCS, the 2020–2045 RTP/SCS and the 2024–2050 RTP/SCS under RTP ID 1TR1001 and Federal Transportation Improvement Program (FTIP) ID LA0G632, which demonstrates that the regional transportation and emissions modeling budget in the 2016 AQMP accounts for implementation of the LPA in its conformity demonstration. Therefore, operation of the LPA would not contribute in a significant way to cumulative effects related to air quality violations, timely attainment of the air quality standards, or emissions of nonattainment pollutants. Operation of the LPA would not introduce a substantial new source of emissions that could result in sensitive receptor exposures to unhealthy localized pollutant concentrations or public nuisances related to odors.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the LPA's incremental contribution to cumulatively significant impacts related to air quality during construction and operation would not be cumulatively considerable.

8.5. GREENHOUSE GAS EMISSIONS

All construction activities for the LPA would comply with Project Features PF-AQ-1 (Metro Green Construction Policy Compliance), PF-AQ-3 (Metro Moving Beyond Sustainability Strategic Plan Compliance), and PF-AQ-4 (Metro Rail Design Guidelines). These features are integral components of Metro's standard construction and design requirements and ensure that equipment and vehicles are maintained according to manufacturer specifications and are subject to idling limitations consistent with appliable regulations. The LPA would not interfere with state and regional GHG-reduction targets.

Reasonably foreseeable actions within the RSA include all transportation projects that are programmed in the Connect SoCal 2020–2045 RTP/SCS. CARB issued a determination that the Connect SoCal SCS successfully demonstrated that the region would attain its established SB 375 per capita GHG emissions targets in the 2035 horizon year of the analysis on October 30, 2020. This determination relies on projects that are programmed into the RTP/SCS being implemented, one of which is the project as identified under RTP ID TR1001 (and FTIP ID LA0G632). Although implementation of the LPA would generate long-term indirect GHG emissions through energy use (i.e., light rail transit propulsion, lighting

and accessory equipment at station platforms), those emissions would be more than fully offset by reductions in on-road motor vehicle emissions due to mode shift from automobiles to transit. The LPA is anticipated to reduce overall GHG emissions relative to future 2042 baseline conditions and would not conflict with GHG emissions reductions plans and policies. In particular, under the C-2 Operating Plan, the LPA would achieve a net reduction of approximately 1,833.58 $MTCO_2e$ compared to the future 2042 baseline. (See Memorandum re: Vehicle Miles Traveled Correction to the C Line (Green) Extension to Torrance Project, October 2025). The LPA would ultimately provide environmental and community benefits related to GHG emissions reductions and active transportation.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the LPA's incremental contribution to cumulatively significant impacts related to GHG emissions during construction and operation would not be cumulatively considerable.

8.6. NOISE AND VIBRATION

Noise

Construction of the LPA would require heavy earth-moving equipment, generators, cranes, pneumatic tools, and other similar machinery. The existing cumulative noise condition is characterized by existing traffic noise and existing freight noise which was captured by existing ambient noise measurements. Construction noise levels for the LPA would exceed FTA and local noise standards due to the intensive nature of light rail construction activities and the proximity of sensitive land uses to the corridor. Implementation of Mitigation Measure MM-NOI-1 (Noise Control Plan) would reduce construction noise levels, but there may still be temporary or periodic exceedances of the FTA construction noise criteria and local standards resulting in temporary adverse effects related to construction noise. Similar to the LPA, construction of projected future projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Projected future projects would go through their own environmental clearance process and would include mitigation for construction noise to reduce impacts. Related projects within 500 feet of construction could result in a cumulative construction noise impact at sensitive receptors. Although it is not possible to predict which related projects would result in a cumulative construction noise scenario, the construction noise levels associated with the LPA could increase ambient noise levels. Therefore, the LPA's incremental contribution to cumulatively significant noise impacts during construction would be cumulatively considerable.

Operation of the LPA would result in significant operational noise impacts at sensitive receptors along the project alignment from combined light rail and freight noise. The noise environment in the vicinity of the alignment can be primarily defined by traffic on adjacent roadways, freight trains, and the existing Metro C (Green) Line, and cumulative growth and development in the cities located in the vicinity of the LPA could result in increases in roadway traffic volumes over time that would concurrently increase ambient noise levels in the vicinity of the LPA. However, future increases in roadway noise are expected to be minimal along the alignment because of limited roadway capacity. Freight train noise is generally intermittent, as there are only two train pass-bys each day. Implementation of MM-NOI-2 (Soundwalls) and MM-NOI-3 (Low Impact Frogs), which would require installation of soundwalls and low impact frogs, would reduce the light rail transit operation noise impacts to a less than significant level. MM-NOI-4 (Quiet Zone Establishment) would enable local jurisdictions to designate a quiet zone, by right, from north of Inglewood Avenue to south of 182nd Street to eliminate freight horn noise, which would reduce all noise impacts to a less than significant level. Metro finds that the local cities can and should

establish the quiet zone. Therefore, the LPA's incremental contribution to cumulatively significant noise impacts during operation would not be cumulatively considerable. However, should the corridor cities elect not to designate a quiet zone, the LPA's incremental contribution to cumulative noise impacts during operation would be cumulatively considerable.

Vibration

Construction of the LPA would result in significant and unavoidable vibration impacts, even with implementation of Mitigation Measures MM-VIB-1 (Vibration Control Plan), MM-VIB-2 (Construction Equipment Location), and MM-VIB-3 (Pre- and Post-Construction Surveys). However, it is not anticipated that vibration-generating equipment from past, present, and probable future projects would operate at the same time and in the same location as the construction equipment for the LPA.

Existing vibration occurs within the corridor due to the freight line. It is possible that ground-borne vibration generated from the light rail and freight line could combine to produce a cumulatively significant ground-borne vibration effect. However, implementation of MM-VIB-4 (Low Impact Frogs), MM-VIB-5 (Resilient Fasteners), and MM-VIB-6 (Ballast Mats), would reduce ground-borne vibration impacts caused by the light rail and realigned freight tracks to less than significant.

Findings

Mitigation Measure MM-NOI-1 would reduce the LPA's construction noise impacts, but the incremental contribution to the potentially significant cumulative noise impact would remain cumulatively considerable. No additional feasible mitigation measures were identified to reduce the LPA's incremental contribution to this noise impact during construction. Thus, with respect to this cumulative impact and based on substantial evidence in the record as a whole, Metro adopts CEQA Findings 1 and 3, as identified in Section 3 above and in Section 15091, subdivisions (a)(1) and (a)(3) of the CEQA Guidelines.

Mitigation Measures MM-NOI-2 and MM-NOI-3 would reduce light rail transit noise impacts to less than significant, and MM-NOI-4 would allow local jurisdictions to establish a quiet zone from north of Inglewood Avenue to south of 182nd Street, which would eliminate freight horn noise. With implementation of MM-NOI-2, MM-NOI-3, and MM-NOI-4, the impact would be less than significant. However, if local jurisdictions do not establish a quiet zone(s) as part of MM-NOI-4, a significant and unavoidable impact would remain, and the incremental contribution to significant cumulative noise impacts during operation would be cumulatively considerable. Thus, with respect to this cumulative impact and based on substantial evidence in the record as a whole, Metro adopts CEQA Findings 1, 2, and 3, as identified in Section 3 above and in Section 15091, subdivisions (a)(1), (a)(2), and (a)(3) of the CEQA Guidelines.

Mitigation Measures MM-VIB-4, MM-VIB-5, and MM-VIB-6 would reduce vibration levels to less than significant during operation, and the LPA's incremental contribution to cumulatively significant vibration impacts during operation would not be cumulatively considerable. Thus, for operational vibration impacts and based on substantial evidence in the record as a whole, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

For vibration impacts during construction and based on substantial evidence in the record as a whole, Metro finds that with mitigation, the LPA, combined with past, present, and reasonably foreseeable projects, would not result in a cumulatively significant impact.

8.7. BIOLOGICAL RESOURCES

Historically, development and rapid urbanization has been occurring in the surrounding region since the late 1800s. Continued development relating to infrastructure improvement, housing construction, and other community needs is regularly, and frequently, occurring. There is an existing cumulative impact related to biological resources as a result of the highly urbanized setting and both historic and present development throughout the region. Implementation of Mitigation Measures MM-BIO-1 (General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources), MM-BIO-2 (Nesting Bird Season Restrictions and Pre-Construction Surveys), MM-BIO-3 (Roosting Bat Restrictions and Survey Requirements), MM-BIO-4 (Pre-Construction Rare Plant Survey), and MM-BIO-5 (Off-Site Mitigation for Southern Tarplant Habitat) would reduce impacts to southern tarplant, nesting birds, and bats to less than significant levels. Therefore, with mitigation, the LPA's incremental contribution to cumulatively significant impacts on biological resources would not be cumulatively considerable during construction.

With implementation of MM-BIO-1 and MM-BIO-5, operation of the LPA on biological resources would be reduced to less than significant. Therefore, based on substantial evidence in the record as a whole, with mitigation, the LPA's incremental contribution to cumulatively significant impacts related to biological resources during operations would not be cumulatively considerable.

Finding

With implementation of Mitigation Measures MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, and MM-BIO-5, Metro finds that the LPA would not result in a cumulatively considerable impact related to biological resources during construction. Thus, for this cumulative impact and based on substantial evidence in the record as a whole, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

For biological resources impacts during operations and based on substantial evidence in the record as a whole, Metro finds that with implementation of Mitigation Measures MM-BIO-1 and MM-BIO-5, the LPA, combined with past, present, and reasonably foreseeable projects, would not result in a cumulatively significant impact. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

8.8. GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

During both construction and operation, the LPA would not expose people or structures to adverse effects, including the risk of loss, injury, or death involving fault rupture or seismic hazards including liquefaction or landslides. The LPA would also not result in impacts related to soil erosion, unstable or expansive soils, or adequacy of soils to support septic tanks. The LPA would comply with all applicable state and local guidelines and mandatory design requirements related to geologic, subsurface, and seismic hazards. Projected future projects would also be required to comply with all prescribed standards, requirements, and guidance hazards, and implement mitigation measures as necessary.

While the LPA would result in significant impacts on unknown paleontological resources during construction, with implementation of Mitigation Measure MM-GEO-1 (Engage a Qualified Paleontological Resources Specialist), impacts would be reduced to less than significant. Other projects disturbing ground and subsurface areas would similarly be required to mitigate potential impacts to paleontological resources in highly sensitive paleontological areas.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that with implementation of Mitigation Measure MM-GEO-1, the LPA, combined with past, present, and reasonably foreseeable projects, would not result in a cumulatively significant impact related to geology, soils, and paleontological resources during construction or operation. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines for this impact.

8.9. HAZARDS AND HAZARDOUS MATERIALS

The LPA would not result in significant impacts related to hazards and hazardous materials during construction or operations. The LPA would be required to comply with all prescribed standards, requirements, and guidance related to hazards and hazardous waste. Impacts associated with hazards and hazardous materials are site-specific and largely localized. This project and other future projects would also comply with all the same requirements and apply mitigation measures as necessary to minimize impacts.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the LPA, combined with related past, present, and probable future projects, would not result in cumulatively significant impact related to hazards and hazardous materials during construction or operations.

8.10. HYDROLOGY AND WATER QUALITY

Water Quality

The LPA is located in the Santa Monica Bay and Dominguez Channel watersheds, which currently are both impaired from development in the region. Additionally, development has resulted in limited availability of water resources, due to the use of groundwater for municipal water supplies and existing pollutant loads of surface water sources. Construction of the LPA has the potential to further introduce chemicals and/or hazardous substances as well as sediment into surface waters and groundwaters, or degrade surface water quality via dewatering of groundwater. Operations could impact water quality via sedimentation caused by runoff from newly added impervious surfaces; nitrates from landscape fertilizing; and trash, debris, and bacteria from human presence. However, multiple project features would be implemented as a part of the LPA that would protect water quality and ensure appropriate treatment and discharge of contaminated water. Probable future projects would also be required to comply with the same regulations and permits as the LPA. Nonetheless, given the existing levels of impairment, the cumulative water quality impact is significant. The LPA's incremental contribution to this cumulative impact, however, would be less than cumulatively considerable.

Groundwater Recharge and Groundwater Supplies

Development in the region has resulted in limited availability of water resources due to the use of groundwater for municipal water supplies and existing pollutant loads of surface water sources. This is considered a significant cumulative impact. Construction of the LPA would require water for activities like dust control and concrete mixing, which would be sourced from local utility lines that may depend on groundwater for a portion of their water supply. However, the water needed for construction would be minimal, and would not substantially decrease groundwater supplies. All dewatered groundwater would be discharged in a pre-approved location specified by the RWQCB Waste Discharge Requirements

for Construction Dewatering. LPA operation would involve minimal water usage for activities like routine cleaning, which would not substantially decrease groundwater supplies. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the LPA would be designed with LID measures sized to retain the SWQDv on-site in accordance with regional requirements. There would be a less than significant impact on groundwater during operation. Water for probable future projects would likely also be minimal, and all projects would be subject to the same regional LID requirements. Nonetheless, given the historic impact development has had in the region, impacts to groundwater recharge and groundwater supplies are cumulatively significant. The LPA's incremental contribution to that impact, however, would not be cumulatively considerable.

Alteration of Drainage Patterns

Project construction or operation would not result in substantial drainage pattern alteration such that erosion or siltation, flooding, stormwater drainage system exceedance, additional polluted runoff, or impediment of flood flows would occur. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit), construction would comply with the Construction General Permit requirements, which include BMPs to control erosion and siltation, stabilize disturbed soils, and manage runoff to reduce peak flow velocities. During operation, increased impervious surfaces would have the potential to generate additional runoff; however, as part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the LPA would retain the SWQDv on-site through LID measures that promote infiltration and manage flows consistent with regional requirements. Probable future projects in the area would also be required to comply with the same state and local regulatory framework. Probable future projects would also be required to comply with the same regulations and local ordinances, at a minimum. Therefore, cumulative impacts related to alteration of drainage patterns would be less than significant.

Release of Pollutants in Flood Zones, Tsunami Zones, or Seiche Zones

The LPA is outside of current seiche and tsunami potential inundation areas. A very small portion of the temporary footprint overlaps with the 100-year flood zone, which is an area that would be used during construction to remove a spur track. As part of Project Feature PF-HWQ-8 (City of Torrance Flood Zone Requirements), construction would comply with the City of Torrance's requirements for construction within flood hazard areas, which are designed to reduce potential run-ins with flood waters. In addition, Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) provides that construction activities must incorporate BMPs to prevent the release of pollutants into surface waters during construction, including in the unlikely case of rare flooding events. None of the related projects are located within or adjacent to an existing flood zone or current seiche or tsunami area. Therefore, cumulative impacts related to the potential release of pollutants in flood hazard, tsunami, or seiche zones would be less than significant.

Conflict with a Water Quality Plan

Construction would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. A groundwater sustainability plan has not been developed for the groundwater basin. Construction of the LPA would be required to comply with beneficial uses, water quality objectives, and waste discharge requirements detailed in the RWQCB Basin Plan. Probable future projects would also be required to comply with the same regulations and local ordinances, at a minimum, and cumulative impacts would be less than significant.

Findings

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the LPA's incremental contribution to cumulatively significant impacts related to water quality and groundwater during construction and operation would not be cumulatively considerable. Metro also finds that the LPA, in combination with past, present and probable future projects, would not result in a significant cumulative impact related to alteration of drainage patterns, flooding, or conflicts with water quality control plans during construction or operation.

8.11. UTILITIES AND SERVICE SYSTEMS

Water Facilities

As described in Section 3.11, Utilities and Service Systems, of the Draft EIR, the West Basin's water supplies are anticipated to be reliable, and no shortfalls are expected from 2021 to 2025, even when assuming a driest five-year scenario. Development of the LPA and probable future projects could cumulatively increase demands on water services post 2025, thereby creating shortages. However, construction of the LPA would not require substantial consumption of potable water, with water use occurring primarily for dust control. This short-term use would require minimal water supplies when compared to regional supplies. During operations, the LPA does not include a significant long-term, permanent source of water use. Although some water use may be needed to clean stations or wash trains, this minimal water use would not interfere with the existing and planned capacity of water facilities. There is no potential for the LPA to interfere with regional water supply services. The LPA's incremental contribution to cumulatively significant water service impacts would not be cumulatively considerable during construction or operation.

Wastewater

Construction activities would generate minimal wastewater through the use of temporary worker restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities. Wastewater treatment facilities would not be required to be relocated during construction of the LPA. During operations, the LPA does not include a significant long-term, permanent source of wastewater. Although some water use may be needed to clean stations or wash trains, this minimal water generation would not interfere with the existing and planned capacity of wastewater facilities. As part of Project Feature PF-US-1 (Utility Identification and Coordination) and PF-US-2 (Service Interruption Notification), Metro would coordinate with utility providers to confirm service connections, ensure service continuity, and notify users of any temporary interruptions. The LPA's incremental contribution to cumulatively significant wastewater impacts would be less than cumulatively considerable.

Stormwater Drainage

Development of the LPA, in combination with past, present, and probable future projects, could cumulatively increase demands on existing stormwater infrastructure in the RSA. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit), construction would incorporate BMPs consistent with regulatory requirements, and any new stormwater drainage facilities constructed at stations or along the alignment would comply with applicable state and local design standards. If new stormwater drainage facilities are needed at stations or along the alignment, they would be designed in compliance with applicable state and local requirements.

During operations, the LPA would increase impervious surface areas, resulting in a potential increase in stormwater runoff during operations. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), stormwater volumes would be retained on-site, and proposed station designs would incorporate landscaping to further support runoff management. Metro's Environmental Compliance and Sustainability Department would oversee ongoing compliance with stormwater drainage requirements.

For these reasons, the LPA's incremental contribution to cumulatively significant impacts on stormwater drainage facilities would not be cumulatively considerable during construction or operation.

Solid Waste

Construction of the LPA and probable future projects could cumulatively increase demands on solid waste facilities. Construction of the LPA would generate solid waste from discarded construction materials, including contaminated soil. However, the LPA would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, the construction contractor would be subject to AB 939, which requires implementation of a Solid Waste Diversion Program and diversion of at least 50% of the solid waste generated during construction activities from landfills to recycling facilities.

During operation, the LPA would not include a direct source of solid waste. Indirectly, solid waste would be generated by transit users, but this would be collected and managed by Metro. Therefore, the LPA's incremental contribution to cumulatively significant impacts on solid waste facilities would not be cumulatively considerable during construction or operation.

Electric Power

While development of the LPA and past, present, and probable future projects would increase the demand for SCE services, neither construction nor operation of the LPA would require significant electricity. Construction of the LPA would use only minimal amounts of electricity, such as to power field offices, and would not require new or expanded electric power facilities. For operations, the LPA would require electricity to power the extension, but this would be a minimal demand in comparison to what SCE delivers to its entire service area. Metro has also installed photovoltaic systems and plans additional renewable energy generation to offset systemwide electricity consumption. Accordingly, the incremental contribution of the LPA to significant cumulative electric power impacts would not be cumulatively considerable.

Natural Gas and Oil Facilities

While development of the LPA and past, present, and probable future projects would increase the demand for SoCal Gas services, neither construction nor operations of the LPA would require significant natural gas. SoCal Gas has not identified a cumulative shortfall in its service area. Construction of the LPA would not require significant natural gas supplies and has no potential to require new or expanded natural gas facilities. The electrically powered transit line would not use natural gas for operations. Similarly, there are no publicly owned oil facilities in the RSA that would require relocation and no potential for the LPA to require new or expanded oil facilities, thereby contributing to a cumulative effect. Development of the LPA, in combination with past, present, and probable future projects, would not result in a cumulatively considerable impact on natural gas or oil facilities. Therefore, cumulative impacts would be less than significant.

Telecommunications Facilities

AT&T, Frontier Communications, and Spectrum provide telephone and telecommunication services within the RSA, and no cumulative shortfalls in service capacity have been identified. Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. Operations have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. For past, present, and probable future projects, any necessary utility upgrades would be determined and implemented by the responsible service providers under their established procedures and requirements. Accordingly, development of the LPA, in combination with other projects, would not result in a cumulatively considerable impact on telecommunication facilities during construction or operation. Therefore, cumulative impacts would be less than significant.

Findings

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the LPA's incremental contribution to cumulatively significant impacts related to water facilities, wastewater, stormwater, solid waste, electric power, and natural gas during construction and operation would not be cumulatively considerable. Metro also finds that the LPA, in combination with past, present, and probable future projects, would not result in a significant cumulative impact related to oil or telecommunication facilities.

8.12. ENERGY

There is an existing cumulative impact related to energy resources. State, regional, and local agencies and jurisdictions have published a wide range of documents intended to reduce energy consumption and increase the use of renewable energy, in order to reduce pollution that contributes to global warming. The LPA, combined with past, present, and probable future projects, could contribute to the existing cumulative impact.

Construction of the LPA would require a one-time expenditure of diesel fuel and gasoline over the approximately six-year duration. However, the forecasted fuel consumption would represent tiny increases of less than 0.05% and less than 0.001% for diesel fuel and gasoline, respectively, relative to the forecasted on-road vehicle fueled consumption within the SCAB portion of Los Angeles County. These increases would not place an undue burden on existing petroleum-based transportation fuel reserves or supply within Los Angeles County. All equipment and vehicles that would be used in construction activities would comply with applicable CARB regulations, the Pavley and Low Carbon Fuel Standards, and the Corporate Average Fuel Economy Standards. The LPA would adhere to the provisions of the Metro Green Construction Policy to control and minimize emissions to the maximum extent feasible and would also be consistent with GHG-reduction plans.

Therefore, the incremental contribution of the LPA's construction activities to the existing cumulative energy impact would not be cumulatively considerable.

Regarding operational activities, the LPA would indirectly change regional energy consumption through changes in regional VMT. The LPA would reduce annual regional energy consumption and result in a net energy benefit. Operational electricity requirements would not place a strain on available SCE power supply.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the LPA's incremental contribution to cumulatively significant impacts related to energy during construction and operation would not be cumulatively considerable.

8.13. CULTURAL RESOURCES

Development of the LPA in combination with other projects located in the adjacent area would increase the potential for impacts to historical and archaeological resources and could contribute to the loss of such resources in the region.

There are no historical resources located with the RSA, and therefore, there would be no impact related to historical resources. However, the LPA would have a potentially significant impact related to the disturbance of unknown archaeological resources or human remains during construction. Mitigation Measures MM-CUL-1 (Cultural Resources Identification Training), MM-CUL-2 (Cultural Resources Monitoring and Mitigation Plan), and MM-CUL-3 (Unanticipated Discovery of Human Remains) would be implemented, which would reduce the impact to less than significant. Probable future projects would be expected to comply with applicable federal, state, and local regulations to protect historic and archaeological resources, and would implement project-specific mitigation measures during construction. Operational activities would not have the potential to encounter archaeological resources or human remains, and there would be no impact. Therefore, the LPA, in combination with past, present, and probable future projects, would not result in a significant cumulative impact on historic and archaeological resources during construction or operation.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, with implementation of Mitigation Measures MM-CUL-1, MM-CUL-2, and MM-CUL-3, the LPA would not combine with past, present, and probable future projects to result in a significant cumulative impact on historic and archaeological resources during construction or operation. Thus, with respect to this cumulative impact, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

8.14. TRIBAL CULTURAL RESOURCES

Development of the LPA, in combination with past, present, and probable future projects, would increase the potential for disturbance of tribal cultural resources in the region. The degree of impact from cumulative development depends on site-specific conditions and the nature of each project. No tribal cultural resources have been identified within the LPA RSA, but unknown resources could be encountered during ground disturbance. In that event, Metro would comply with applicable federal, state, and local guidelines, including PRC Sections 2108.3.2 and 5097.98 and Health and Safety Code Section 7050.5. Mitigation Measures MM-TCR-1 (Native American Monitoring), MM-TCR-2 (Unanticipated Discovery of Tribal Cultural Resource Objects [Non-Funerary/Non-Ceremonial]), and MM-TCR-3 (Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects) would be implemented to address any discovery, which would reduce the impact to less than significant. Probable future projects in the area would similarly be required to comply with federal, state, and local regulations governing tribal cultural resources and implement appropriate mitigation measures, as needed. Accordingly, development of the LPA, in combination with past, present, and probable future projects, would not result in a cumulatively significant impact on tribal cultural

resources during construction. During operation, the LPA would not involve subsurface disturbance that could affect such resources, and no cumulative operational impacts would occur.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, with implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, the LPA would not result in a cumulatively considerable impact related to cultural resources. Thus, with respect to this cumulative impact, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

8.15. PUBLIC SERVICES

Fire and Police Protection

Construction of the LPA, in combination with past, present, and probable future projects, could increase demand for fire and police protection services within the RSA. Construction of the LPA would not result in direct physical impacts to fire and police protection facilities. While temporary lane closures could occur during construction, as part of Project Feature PF-T-1 (Construction Traffic Management Plan), Metro would coordinate with emergency service providers to maintain emergency access. There are planned roadway projects close to the Metro ROW that could be potentially disruptive to service if construction occurred concurrently, but given the shorter and more-intermittent duration of the nature of these types of roadway improvement projects, overlap of construction periods would be minimal, if at all. The probable future projects would implement their own measures to reduce impacts to emergency services by implementing detours and appropriate notification of agencies. Neither construction nor operation of the LPA would result in direct population growth that would necessitate new police facilities and police services or otherwise substantially impact police services. Indirect population growth as a result of and in combination with probable future projects in the region are anticipated to be consistent with the SCAG adopted growth projects and are accounted for within cities' plans. Accordingly, the LPA, in combination with past, present, and probable future projects, would not have cumulatively significant impacts related to fire and police protection during construction or operation.

Schools

Construction of the LPA, in combination with past, present, and probable future projects, would not result in a significant cumulative impact related to demand for school facilities. During construction, the LPA and other probable future projects could bring additional workers to the area. However, construction workers would be unlikely to relocate households or residences as a consequence of working on the LPA or other local projects; therefore, no significant demand for unpanned new school facilities would occur during construction and there would be no significant cumulative impact.

During operation, the LPA, combined with past, present, and probable future projects, could increase demand for schools by increasing the population in the area. However, the LPA would not directly increase the number of residents and, thus, would not directly increase demand for schools or necessitate new school facilities. Any indirect population growth as a result of and in combination with past, present, and probable future projects is expected to be consistent with the SCAG adopted growth projects and accounted for within cities' plans. Therefore, cumulative impacts to schools are expected to be less than significant. Moreover, the LPA's incremental contribution to any such impact would not be cumulatively considerable.

Parks and Recreational Facilities

Construction of the LPA, in combination with past, present, and probable future projects, would not result in a significant cumulative impact on parks. Cumulative construction could increase the local workforce, which could increase use of parks during construction. However, construction workers would not be expected to relocate household or permanent residences in connection with the LPA or other present and future projects under construction; therefore, no significant long-term demand on existing parks is anticipated during construction.

During operation, past, present, and probable future projects could increase demand for parks and recreational facilities by population growth. However, the LPA would not directly increase the number of residents and, therefore, would not directly increase the need for new parks and recreational facilities. Any indirect population growth as a result of the LPA, in combination with past, present and probable future projects in the region, is anticipated to be consistent with the SCAG regional growth projections, which account for population increases in planning for parks. Accordingly, cumulative impacts to parks and recreational facilities are expected to be less than significant, and, in any case, the incremental contribution of the LPA to any such cumulative impact would not be cumulatively considerable.

Libraries

There are no libraries within a quarter mile of the LPA. Regionally, past, present, and probable future projects could increase use of libraries during construction as a result of a larger workforce, but construction workers would not be expected to relocate households or permanent residences in connection with the LPA or other projects. Accordingly, no significant long-term demand for libraries is anticipated during construction.

During operation, the LPA would not directly increase the number of residents and thus would not directly increase demand for library facilities. Any indirect effects of the LPA, in combination with past, present, and probable future projects, are anticipated to be consistent with the SCAG adopted growth projects and accounted for within cities' plans, which already account for population increases in planning for libraires. Therefore, a significant cumulative impact is not expected. Moreover, the LPA's incremental contribution to any such impact would not be cumulatively considerable.

Findings

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the LPA's incremental contribution to cumulatively significant impacts related to schools, parks, and libraries during construction and operation would not be cumulatively considerable. Metro also finds that the LPA, in combination with past, present and probable future projects, would not result in a significant cumulative impact related to fire or police protection services during construction or operation.

9. FINDINGS FOR ALTERNATIVES

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

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

In accordance with CEQA Guidelines Section 15126.6(a), a range of feasible alternatives was identified and evaluated in a manner intended to foster meaningful public participation and support informed decision making. A detailed description of the project alternatives is provided in Chapter 2, Project Description, and Chapter 4, Evaluation of Alternatives, of the Draft EIR.

9.1. NO PROJECT ALTERNATIVE

The No Project Alternative, required by CEQA Guidelines Section 15126.6(e)(2), assumes that the project would not be implemented. As part of the No Project Alternative, no additional light rail tracks or stations would be added south of the existing light rail terminus at the Redondo Beach (Marine) Station. The No Project Alternative is based on a review of local general plans, capital improvement programs, and regional transportation plans, including the SCAG 2020-2045 RTP/SCS and Metro's 2020 Long-Range Transportation Plan (LRTP).

As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, the No Project Alternative would avoid all construction disruption and construction-related environmental impacts. However, the No Project Alternative would conflict with regional and local programs, plans, ordinances, and policies related to transportation, land use and planning, air quality, GHG emissions, and energy. It would also constrain opportunities for transit-oriented development and related economic investment in station areas, leaving adopted regional growth plans unsupported by major transit infrastructure. The No Project Alternative would also not achieve or address any of the project objectives or benefits since it would not provide light rail service in the South Bay, achieve the air quality and reduction in GHG emissions, avoid or minimize environmental impacts to the maximum extent, nor provide equitable development opportunities as proposed by the LPA. By failing to provide a transit solution, the No Project Alternative would exacerbate cumulative traffic, air quality, and GHG conditions by shifting growth-related travel demand onto already congested roadways.

Therefore, the No Project Alternative would not be consistent with the goals and objectives for the project. Thus, Metro adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

9.2. HIGH-FREQUENCY BUS ALTERNATIVE

The High-Frequency Bus (HFB) Alternative would implement a rapid bus service instead of a light rail extension. There would be four bus stops between the existing Redondo Beach (Marine) Station and Torrance TC. Physical improvements would be limited to new signs at bus stops, as well as shelters with solar lighting, benches, and trash receptacles, as a minimum level of bus stop amenities. Where practical, the HFB Alternative may include curb extensions, elimination of street parking, or other improvements to the sidewalk area near new bus stops. The HFB Alternative would also require a transfer at the Redondo Beach (Marine) Station in order for riders to continue further, increasing travel time and potential delays. Travel times from end to end would be about 25 minutes, which is faster than local bus service (approximately one hour, with a transfer), but slower than the travel times expected from the LPA (approximately seven minutes). The HFB Alternative would create a duplication of service for Torrance Line 8.

As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, the HFB Alternative would reduce all significant impacts to a less than significant level, have the shortest construction period, and the lowest costs of all the alternatives, including the LPA. While the HFB Alternative would meet the objectives of the project to some degree, the objectives would be better met by the LPA, which would provide greater mobility benefits and VMT reductions. The HFB Alternative would offer less passenger capacity than the light rail alternatives and options. As traffic conditions worsen with projected population growth, the HFB Alternative may experience slower travel times and reduced reliability.

In addition, the HFB Alternative would not advance Metro's adopted regional transit expansion commitment or the SCAG RTP/SCS strategy of expanding high-capacity transit to meet climate and mobility goals to the degree that the LPA would. The HFB Alternative would not provide the same long-term capacity for projected ridership, limiting Metro's ability to reduce VMT, GHG emissions, and regional air pollutants relative to the LPA. The HFB Alternative would also provide fewer opportunities for equitable transit-oriented development near stations, reducing potential economic investment and housing opportunities compared to the LPA. Because the HFB Alternative would require transfers and provide longer travel times, it would be less attractive to riders, particularly transit-dependent riders who would disproportionately bear the burden of slower and less reliable service.

Given the limited environmental benefits of the HFB Alternative and its limited ability to achieve the project's goals and objectives, Metro adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

9.3. ELEVATED/AT-GRADE ALIGNMENT

The Elevated/At-Grade Alignment, referred to as the Proposed Project in the Draft EIR, is similar to the LPA, except that it would have at-grade crossings at 170th and 182nd Streets (rather than the short below-grade trench segments proposed for the LPA).

As described in the 2025 Ridership Summary Report, the Elevated/At-Grade Alignment would have the same basic benefits as the LPA, which include an annual VMT reduction, increased ridership and travel time savings, direct access to other transit networks, and station areas. Although the Elevated/At-Grade Alignment would have a shorter construction schedule and lower capital cost compared to the LPA, it would result in significant and unavoidable noise impacts during operations due to the light rail crossing

gates and warning bells required for at-grade crossings. These impacts could not be reduced to less than significant levels with feasible mitigation. The at-grade light-rail and freight crossings would also require more coordination with the CPUC than the LPA, which has only freight at-grade crossings.

The Elevated/At-Grade Alignment would also result in a significant and unavoidable vibration damage impact during construction because it would require reconstruction of the existing Grant Avenue freight bridge—an impact that would not occur under the LPA. Even with implementation of mitigation measures, the Elevated/At-Grade Alignment would still result in a significant and unavoidable vibration damage impact to one structure during construction, as well as the temporary vibration annoyance impacts similar to those anticipated for the other light rail alternatives and options.

In sum, compared to the LPA, the Elevated/At-Grade Alignment would result in greater significant and unavoidable impacts without providing any additional long-term environmental benefits. Although the Elevated/At-Grade Alignment would have somewhat lower construction costs and a shorter duration than the LPA, these advantages are outweighed by the increased operational noise and construction vibration damage impacts, as well as the additional regulatory coordination associated with at-grade light rail crossings. No feasible mitigation measures are available to reduce the significant and unavoidable operational noise and construction vibration damage impacts to less than significant levels. Thus, Metro adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

9.4. TRENCH OPTION

The Trench Option is similar to the LPA but would include a longer continuous below-grade trench between Inglewood Avenue and 170th Street, rather than the combination of elevated and trenched segments proposed for the LPA. Like the LPA, it would also include a short trench under 182nd Street to grade-separate the light rail crossing.

As described in the 2025 Ridership Summary Report, the Trench Option would achieve the same basic benefits as the LPA, including an annual VMT reduction, increased ridership and travel time savings, direct access to other transit networks, and opportunities for station area development. However, the Trench Option would require substantially longer and more complex construction, at considerably higher costs than the LPA. Unlike the LPA, the Trench Option would require deep excavations to avoid an underground storm drain near Inglewood Avenue and Manhattan Beach Boulevard, an area that includes shallow groundwater and known soil and groundwater contamination. As a result, the Trench Option would involve complex dewatering and groundwater management procedures to prevent migration or release of contaminated groundwater. Constructing a lengthy trench (approximately two miles) in close proximity to residential neighborhoods while maintaining active freight operations would also create logistical and engineering challenges.

Like the LPA, the Trench Option would avoid long-term noise impact at 170th Street by placing the light rail alignment below grade. By grade separating 170th Street and 182nd Street with trenches, the Trench Option and LPA would avoid delays to vehicles, including emergency vehicles, and enhance safety for pedestrians and cyclists along school routes. Unlike the LPA, the excavation required for the longer trench segment of the Trench Option would cause significant and unavoidable air quality impacts during construction, which could not be mitigated to less than significant levels. The more complex trench design would also increase community disruption during construction, including greater truck hauling, dust, and noise near sensitive residential uses.

In comparison to the LPA, the Trench Option would, therefore, achieve no additional long-term benefits while imposing higher costs, longer construction durations, and significant and unavoidable construction-related air quality impacts.

Accordingly, although the Trench Option would meet many project objectives, it would do so less effectively than the LPA and with greater adverse impacts. Metro, therefore, adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

9.5. HAWTHORNE OPTION

The Hawthorne Option would start within the existing Metro ROW, then leave the Metro ROW to cross over streets and commercial properties before running parallel to Interstate 405 (I-405) within Caltrans ROW between Inglewood Avenue and Hawthorne Boulevard. From there, it would follow Hawthorne Boulevard (State Road 107) south between 162nd Street and 190th Street. Around 190th Street, the alignment returns to the Metro ROW, terminating at the Torrance TC. A station is proposed within the center of Hawthorne Boulevard (South Bay Galleria Station), south of Artesia Boulevard.

As described in the 2025 Ridership Summary Report, the Hawthorne Option would provide the highest number of annual project boardings and new riders of all the alternatives, including the LPA. The Hawthorne Option would not directly connect to the Redondo Beach TC, thereby not allowing for seamless connections between rail and bus. While the Hawthorne Option would provide a higher number of project boardings and new riders than the LPA, it provides lower VMT reductions and travel time savings than the LPA. It would also forego the improvements along the Metro ROW that are included in the LPA, such as quiet-zone-ready corridor improvements to eliminate existing freight horn noise, safety improvements from upgraded freight crossing infrastructure and trackwork, and new neighborhood paths where sidewalks are lacking today.

The Hawthorne Option would require additional permits and review by both Caltrans and the Federal Highway Administration (FHWA) due to the elevated structure encroaching into I-405 and Hawthorne Boulevard, both under the jurisdiction of Caltrans, adding an estimated two to four years to the project timeline. Construction would also temporarily reduce roadway capacity through lane closures, including closures to the I-405 on and off ramps, and would permanently reduce left turn-lanes and eliminate some on-site parking along Hawthorne Boulevard. These changes could worsen traffic congestion in an already heavily traveled corridor with 170 commercial properties, supporting approximately 350 businesses, located adjacent to the alignment on Hawthorne Boulevard. The 2023 Transportation Detail Report concluded that several intersections along Hawthorne Boulevard would experience deteriorated level of service as a result of the permanent roadway modifications required by this option. The alignment would also require relocation of major utilities, including an underground storm drain located in the roadway median, and raising overhead high-voltage transmission lines to accommodate the elevated structure. These factors increase both the cost and construction complexity and risk. Additionally, several commercial parcels would be affected, including permanent full acquisition of seven commercial parcels and permanent partial acquisition of five commercial parcels north of 190th Street.

Although the Hawthorne Option would achieve strong ridership and mobility benefits, it would do so at the expense of substantially greater construction costs, a longer project timeline, extensive utility relocations, and property acquisitions compared to the LPA. The Hawthorne Option would also introduce greater disruption to existing businesses and permanent traffic and parking constraints along Hawthorne Boulevard. By contrast, the LPA achieves comparable mobility benefits while avoiding these

heightened adverse effects and providing improvements along the Metro ROW that the Hawthorne Option lacks. Thus, Metro adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

9.6. FINDINGS FOR THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be identified. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts, regardless of its ability to meet the project objectives. If the environmentally superior alternative is the No Project alternative, the EIR must also identify an environmentally superior alternative among the other alternatives.

As described in Chapter 4, Evaluation of Alternatives, in the Draft EIR, the HFB Alternative would be the environmentally superior alternative, as it would avoid all significant environmental impacts. However, while the HFB Alternative would minimize impacts, it would not realize the same level of benefits from VMT reduction, air quality improvements, GHG emissions reduction, energy savings, and equitable access. Accordingly, although the HFB Alternative is the environmentally superior alternative in terms of impact avoidance, the LPA is the superior alternative among those that feasibly meet the project objectives, because it provides the most effective balance of environmental protection, mobility improvements, and consistency with regional and local plans. Thus, with respect to the environmentally superior alternative, Metro adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

10. FINDINGS FOR MITIGATION MEASURES

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

In determining whether a mitigation measure is "feasible" under CEQA, an agency may consider whether that mitigation measure will promote the project's objectives and goals. (*Sequoyah Hills Homeowners Assn.*, *supra*, 23 Cal.App.4th at p. 715; *California Native Plant Society, supra,* 177 Cal.App.4th at p. 1001.) The feasibility determination also "encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar*, *supra*, 133 Cal.App.3d at p. 417; *California Native Plant Society*, *supra*, at p. 1001.) Broad policy decisions come into play when determining whether mitigation measures are feasible. (See *Ibid*.)

The Metro Board has considered every mitigation measure recommended in the Draft EIR and Final EIR. Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. The MMRP will be adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the LPA.

Regarding the project features, the Metro Board finds and affirms that these features are integral components of the LPA itself, not mitigation measures. They were included in the project description and evaluated in the Draft and Final EIR as part of the proposed project, rather than being imposed after the fact to reduce significant impacts. In approving the LPA, Metro commits to full implementation of the project features identified in the Draft and Final EIR.

Some comments on the Draft EIR suggested additional mitigation measures or modifications to the mitigation measures recommended in the Draft EIR. As shown in Chapter 4, Corrections and Additions, of the Final EIR, Metro added or revised project features and mitigation measures in response to comments. In response to other comments, Metro explained why suggested mitigation measures were not feasible or not superior to the mitigation measures already identified in the Draft EIR. The Metro Board agrees with the Final EIR in those instances when proposed mitigation measure revisions were not accepted, and hereby ratifies, adopts, and incorporates the Final EIR's reasoning on these issues.

11. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to PRC Section 21081, subdivision (b) and CEQA Guidelines Section 15093, if an EIR demonstrates that a project will result in one or more significant and unavoidable environmental impacts, the lead agency may nonetheless approve the project if it determines that the project's economic, social, environmental, or other benefits outweigh those impacts. This determination is embodied in a Statement of Overriding Considerations.

CEQA requires that such a statement be supported by substantial evidence in the record and reflect the lead agency's balancing of the project's benefits against its environmental consequences. In making this determination, the agency exercises its discretion to weigh competing policy considerations, including statewide and regional objectives, local planning goals, and community needs. The statute expressly recognizes that public agencies may approve projects with unavoidable impacts where there are countervailing benefits, and the courts have confirmed that the responsibility for striking this balance rests squarely with the decision-making body.

As the lead agency for the project, the Metro Board has both the authority and the responsibility under CEQA to make this policy judgment. In adopting this Statement of Overriding Considerations, the Metro Board exercises its discretion to determine that the benefits of the LPA outweigh the project's significant and unavoidable impacts, and that approval of the project is, therefore, appropriate under CEQA.

11.1. SIGNIFICANT AND UNAVOIDABLE IMPACTS

The LPA would result in temporary significant and unavoidable impacts for noise and vibration during construction.

Additionally, as discussed in Section 5.2, if the corridor cities decline to pursue a quiet zone corridor establishment, routine freight horn noise at eight crossings in a residential area would continue, and the LPA would also result in a significant and unavoidable operational noise impact. This significant impact would be eliminated, however, if the corridor cities implement a quiet zone corridor as specified in Mitigation Measure MM-NOI-4. The LPA would not result in any other long-term significant and unavoidable impacts as part of project operations with implementation of mitigation measures.

Impact 3.6-4.1: Ambient Noise During Construction

The project would result in temporary and periodic increases in ambient noise levels due to construction activity that would exceed FTA standards. While Mitigation Measure MM-NOI-1 (Noise Control Plan) would be implemented as part of the LPA, which would include noise-reducing measures, there would still be temporary or periodic increases in ambient noise levels that exceed FTA construction impact criteria. There are no feasible mitigation measures to reduce construction noise levels below the FTA's threshold of significance. Therefore, the significant and unavoidable impact related to construction noise would remain.

Impact 3.6-4.1: Ambient Noise During Operation (Significant and Unavoidable Only if Corridor Cities Do Not Implement Quiet Zone)

The combination of relocated freight tracks and light rail noise would result in potentially significant noise impacts to 178 Category 2 clusters and 3 Category 3 clusters. Mitigation Measures MM-NOI-2 (Soundwalls) and MM-NOI-3 (Low Impact Frogs) would reduce light rail noise impacts, while Mitigation Measure MM-NOI-4 (Quiet Zone Establishment) would eliminate routine blowing of freight horns, thereby reducing the combined light rail and freight train noise to less than significant. **As found in Section 5.1, above, after implementation of Mitigation Measures MM-NOI-2, MM-NOI-3, and MM-**

NOI-4, the combination of light rail noise and freight track relocation noise from operation would result in noise levels below the FTA's criteria, and the impact would be less than significant. **Implementation of MM-NOI-4 is within the jurisdiction of the corridor cities, which Metro finds can and should implement the measure.**

However, establishment of a quiet zone corridor under MM-NOI-4 requires action by the corridor cities, which hold the authority to apply for quiet zone designation. The Metro Board finds that such action is both feasible and appropriate and that the Cities of Torrance, Redondo Beach, and Lawndale can and should pursue quiet zone corridor establishment to eliminate freight horn noise. **Nonetheless, for the purposes of this Statement of Overriding Considerations only, Metro has made a conservative assumption that MM-NOI-4 may not be implemented, solely because the decision rests with other jurisdictions.** In that event, the combined light rail and freight relocation noise would be significant and unavoidable.

Impact 3.6-4.3: Ground-Borne Vibration Annoyance During Construction

Construction of the LPA would result in significant annoyance vibration impacts, resulting from operation of construction equipment (e.g., vibratory roller and impact pile driver) near residential structures and sensitive land uses. Mitigation Measures MM-VIB-1 (Vibration Control Plan) and MM-VIB-2 (Construction Equipment Location) would reduce vibration impacts, but it would not be feasible to limit the use of all types of equipment, as some pieces of equipment cannot be modified or replaced. Therefore, the significant and unavoidable impact related to vibration annoyance during construction would remain.

11.2. Overriding Benefits of the Project

The Metro Board has carefully weighed the benefits of the LPA against its significant and unavoidable impacts identified above. As discussed in Section 11.1, these impacts consist of temporary construction-period noise and vibration (annoyance) impacts, as well as a potential operational noise impact that could occur if the corridor cities do not implement the quiet zone pursuant to Mitigation Measure MM-NOI-4. The Metro Board finds that, even assuming these impacts, the LPA would generate specific economic, social, environmental, and other benefits that outweigh the adverse impacts. Each benefit described below constitutes a separate and independent basis for approving the LPA, and any one of them, standing alone, would be sufficient to override the significant and unavoidable impacts. Considered together, these benefits provide compelling and overwhelming justification for approval of the LPA.

- **Increased Transportation Mobility**: The South Bay currently lacks fast, frequent, and reliable transit connections to the rest of Los Angeles County, limiting access to jobs, services, and key destinations The project addresses these challenges and would substantially expand access to opportunities for residents and workers throughout the South Bay and the greater Los Angeles region. Approximately 3.6 million boardings are expected each year, including approximately 1.5 million annual new riders to the Metro system. By extending the K Line south to Torrance, the project would also integrate two new bus transit centers into the existing regional rail and bus network and provide seamless connections to the LAX/Metro Transit Center located at LAX, as well as the broader regional system. These connections would significantly improve transit mobility for South Bay residents and strengthen the regional multimodal transportation network.
- **Reduced Travel Times**: The project would provide a direct, one-seat ride from the Torrance TC to LAX in 19 minutes. This represents a significant travel time saving compared to existing conditions and would markedly improve connections between the South Bay, the airport, and the greater Los

Angeles area. By providing faster, more reliable service, the project would link many Equity Focus Communities to major employment and activity centers along the Metro C, K, and E Lines, thereby improving access to jobs, education, health care, and other essential services. These mobility benefits would enhance regional competitiveness and promote equitable access to opportunities.

- **Environmental Benefits**: The project would divert vehicle trips from congested freeways and arterial streets, thereby reducing VMT. Reductions in VMT translate into reductions in air pollutants and GHG emissions. These benefits are consistent with, and help advance, regional and statewide policy commitments to address climate change and improve air quality, including implementation of SB 375, California's Scoping Plan under AB 32 and SB 32, and SCAG's RTP/SCS. By shifting drivers to transit, the project would help address climate change and reduce congestion, with anticipated reductions of approximately 14.9 million VMT per year and 1,833.58 $MTCO_2e$ per year.
- **Community Safety Improvements**: The project would introduce multiple new safety features for corridor communities. Relocation and improvement of the freight corridor would include enhanced freight crossings with upgraded infrastructure and installation of security barriers to prevent pedestrian trespassing into the active freight corridor. The project would also construct new neighborhood walking paths, providing safe and dedicated pedestrian routes in areas that currently lack continuous sidewalks. These improvements would enhance the safety of schoolchildren and other pedestrians, reduce conflicts between freight and passenger rail operations, and improve the quality of the public realm in adjacent communities.
- **Economic Development and Job Creation**: The project would generate substantial economic benefits through both short-term construction employment and long-term economic growth. During construction, the project is expected to create 15,000 jobs (8,600 construction and 6,400 non-construction) in the Los Angeles region, including skilled trade and apprenticeship opportunities that support local workforce development and disadvantaged communities. Consistent with Metro's commitment to small business participation and disadvantaged business enterprises, the project would also create contracting opportunities for local firms. Over the long term, the project would help catalyze investment in station areas, thereby supporting new housing, commercial space, and transit-oriented development and stimulating sustained economic activity and expanding the local tax base. These benefits would extend beyond the immediate corridor and strengthen the region's overall economic vitality.
- **Equity Benefits**: The project would provide particular benefits for Equity Focus Communities in the South Bay and South Los Angeles, where many residents are transit-dependent and face disproportionate transportation cost burdens. By offering a fast, reliable, and affordable connection to major employment and activity centers, the project would expand access to jobs, education, health care, and other essential services. The project would also reduce exposure to harmful air pollutants in these communities by shifting trips away from single-occupancy vehicles and reducing emissions in areas already burdened by poor air quality. By advancing Metro's adopted equity policies and state commitments to environmental justice, the project would meaningfully improve mobility, affordability, and health outcomes for historically underserved populations. Additionally, Metro has engaged in, and would continue to engage in, extensive public outreach to ensure that community perspectives are reflected in the LPA's development.
- **Consistency with Regional and Local Planning Documents**: The project advances the region's collective commitments to mobility, equity, air quality, and climate goals. The project is identified as a priority investment in Metro's 2020 Long Range Transportation Plan and SCAG's 2020–2045

RTP/SCS and 2024–2050 RTP/SCS. Advancing the project directly implements these adopted plans, which establish the region's strategy for reducing GHG emissions, supporting sustainable growth, and expanding high-capacity transit. At the local level, the project is consistent with the general plans of the corridor cities, which encourage transit. Failure to implement the project would frustrate these adopted plans and undermine the region's ability to achieve its climate and sustainability goals.

Based on the foregoing findings, the Metro Board determines that the economic, social, and environmental benefits of the LPA outweigh the significant and unavoidable impacts identified in the Final EIR and the record of proceedings. In making this determination, the Metro Board has carefully balanced the benefits of the LPA against its unavoidable impacts and concludes that approval of the LPA is appropriate under CEQA. The Metro Board further finds that each one of the foregoing benefits, independent of the others, provides a sufficient basis to approve the LPA notwithstanding its unavoidable significant impacts.

ACRONYMS

ACM	Asbestos-Containing Material
ADL	Aerially deposited lead
ATCM	Airborne Toxic Control Measure
BACT	Best Available Control Technology
bgs	Below Ground Surface
BMP	Best Management Practice
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standards
CalGEM	California Geologic Energy Management Division
CALGreen Code	California Green Building Standards Code
CAMUTCD	California Manual on Uniform Traffic Control Devices
CARB	California Air Resource Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CO	Carbon Monoxide
CPTED	Crime Prevention through Environmental Design
CPUC	California Public Utilities Commission
CRMMP	Cultural Resources Monitoring and Mitigation Plan
CTMP	Construction Traffic Management Plan
CWA	Clean Water Act
CY	Cubic Yard
dBA	Decibels A
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FRA	Federal Railroad Administration
GHG	Greenhouse Gasses
HFB	High-Frequency Bus
JWPCP	Joint Water Pollution Control Plant
kWh	Kilowatt-Hours
LACDPW	County of Los Angeles Department of Public Works
LAX	Los Angeles International Airport
LBP	Lead-Based Paint
LED	Light Emitting Diode
L_{eq}	Equivalent Continuous Sound Level
LID	Low Impact Development

LPA	Locally Preferred Alternative
LRTP	Long-Range Transportation Plan
MBTA	Migratory Bird Treaty Act
MDE	Maximum Design Earthquake
Metro	Los Angeles County Metropolitan Transportation Authority
Metro ROW	Metro-owned right-of-way
MJ	Megajoule
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MRDC	Metro Rail Design Criteria
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
$MTCO_e$	Metric tons of carbon dioxide equivalent
MWh	Megawatt-Hours
NAAQS	National Ambient Air Quality Standards
NOP	Notice of Preparation
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
O_3	Ozone
ODE	Operating Design Earthquake
PCB	Polychlorinated Biphenyls
PF	Project Feature
$PM_{2.5}$	Particulate Matter Less than 2.5 Microns in Diameter
PM_{10}	Particulate Matter Less than 10 Microns in Diameter
PRC	Public Resources Code
PRMMP	Paleontological Resources Monitoring and Mitigation Plan
RSA	Resource Study Area
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SOI	Secretary of the Interior
SSDC	Supplemental Seismic Design Criteria
SVP	Society of Vertebrate Paleontology
SWQDv	Stormwater Quality Design Volume
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TC	Transit Center
Torrance TC	Mary K. Giordano Regional Transit Center
TPSS	Traction Power Substation
TWW	Treated Wood Waste
USEPA	United States Environmental Protection Agency
VdB	Velocity Level Decibels

VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WDR	Waste Discharge Requirements

Los Angeles County
Metropolitan Transportation Authority

Findings of Fact and Statement of Overriding Considerations for Hawthorne Option

January 2026



Metro

1. INTRODUCTION

1.1 OVERVIEW

This document presents the Findings of Fact required by the California Environmental Quality Act (CEQA) (Public Resources Code [PRC], 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code. Regs., 15000 et seq.) for each of the significant environmental effects identified in the Final Environmental Impact Report (EIR) (SCH NO. 2021010269) prepared for the Los Angeles County Metropolitan Transportation Authority (Metro) C Line (Green) Extension to Torrance Project (Project). This document also includes the Statement of Overriding Considerations, which describes the reasons why the economic, social, technical, and other benefits of the project outweigh its significant and unavoidable impacts.

In this document, "the project" refers to the Hawthorne Option analyzed in the EIR. The project, including refinements in the Final EIR, is discussed in more detail in Section 2, and all alternatives analyzed in the Draft and Final EIRs are discussed in Section 9.

The Draft EIR analyzed the project as part of C Line operations with the northern terminus at the Los Angeles International Airport (LAX)/Metro Transit Center (the C-1 Operating Plan). In June 2023, following the release of the Draft EIR, the Metro Board of Directors (Metro Board) adopted a new K Line operating plan (the C-2 Operating Plan), under which the project would operate as a southern extension of the K Line from the existing Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center (Torrance TC).

For consistency with previously released documents, however, the project is still referred to as the C Line Extension to Torrance in the Final EIR and related materials. These Findings are based on the updated operational context reflected in the C-2 Operating Plan. While the revised operating plan results in updated ridership forecasts and associated travel benefits, these improvements do not alter the physical scope or operations characteristics of the project or result in any new or more severe environmental impacts.

1.2 DOCUMENT ORGANIZATION

The document is organized into the following sections:

- Section 1 Introduction
- Section 2 Project Description
- Section 3 CEQA Statutory Framework and Procedural Requirements
- Section 4 Findings for Environmental Impacts Found to be Significant and Unavoidable
- Section 5 Findings for Environmental Impacts Found to Be Less than Significant with Mitigation
- Section 6 Findings for Environmental Impacts Found to be Less Than Significant
- Section 7 Findings for Environmental Resources Found Not to be Impacted
- Section 8 Findings for Cumulative Impacts
- Section 9 Findings for Alternatives
- Section 10 Findings for Mitigation Measures
- Section 11 Statement of Overriding Considerations

2. PROJECT DESCRIPTION

2.1. PROJECT LOCATION AND SETTING

Figure 2-1 shows the project's location within the Project Area. The light rail extension for the Hawthorne Option would start within the existing Metro right-of-way (ROW), leave the Metro ROW to parallel Interstate 405 (I-405) between Inglewood Avenue and Hawthorne Boulevard, and follow Hawthorne Boulevard south between 162nd Street and 190th Street. One station is proposed in this segment: South Bay Galleria Station south of Artesia Boulevard. Near 190th Street, the alignment would turn southeast to join the Metro ROW. South of 190th Street, the alignment would proceed to Torrance TC Station.

Figure 2-1. Hawthorne Option



Source: STV, 2022

2.2. PROJECT OBJECTIVES

The underlying purpose of the project is to provide high-capacity transit service in the South Bay. Metro has identified the following project objectives, which are included in Chapter 2 of both the Draft EIR and Final EIR:

- Improve mobility within the South Bay and encourage mode shift by:
    - Introducing high-frequency transit service options from the current C Line terminus south to Torrance.
    - Creating direct connections between the regional transit network and local transit hubs for convenient transfers.
    - Providing an alternative mode of transportation for commuters traveling along congested arterials and I-405.
    - Providing first-last mile facilities to connect neighborhoods to station areas.
- Reduce air pollution and greenhouse gas (GHG) emissions by making transit a more viable transportation choice.
- Avoid and minimize environmental impacts on environmental resources to the maximum extent feasible.
- Provide a cost-effective project.
- Provide more equitable access to regional destinations by improving connections to the Metro regional rail system.

2.3. DESCRIPTION OF THE HAWTHORNE OPTION

As previously noted, following release of the Draft EIR, Metro adopted the C-2 Operating Plan for the Metro C and K Lines. Under this plan, the Project would operate as a southern extension of the K Line. This change does not otherwise alter the Project Description or physical or operational characteristics analyzed in the EIR. The project remains an approximately 4.5-mile extension of Metro light-rail service from the existing Redondo Beach (Marine) Station to the Torrance TC, with a new intermediate South Bay Galleria Station south of Artesia Boulevard.

South of 190th Street, BNSF and Metro share ownership of the freight corridor and BNSF has several spur tracks to serve adjacent businesses. Metro owns approximately 15 feet in width and would acquire or lease additional ROW from BNSF to accommodate two new light rail tracks between 190th Street and the Torrance TC Station, while ensuring BNSF can maintain freight operations and deliveries via spur lines.

The project's light rail tracks would be grade-separated from all roadways. Between the Redondo Beach (Marine) Station and 190th Street, the alignment would be entirely elevated.

The following stations would be constructed:

- South Bay Galleria Station: The South Bay Galleria Station would be located in the median of Hawthorne Boulevard between Artesia Boulevard and 177th Street, with pedestrian pathways to Artesia Boulevard at the north end and new midblock crossings north of 177th Street at the south end.
- Torrance TC Station: The Torrance TC Station would be located just west of Crenshaw Boulevard, west of the City of Torrance's transit center.

The light rail system components would adhere to the Metro Rail Design Criteria (MRDC) and would use a similar design as used on existing Metro light rail lines. The project would require an overhead contact system (OCS), six traction power substations (TPSS), and communications and signaling buildings.

The operating hours and schedules would be comparable to the other operating patterns of Metro's current rail lines. The proposed hours of operation are 4:00 a.m. to 1:00 a.m. On weekdays, trains would operate during early morning hours from 4:00 a.m. to 6:00 a.m. and late-night hours from 7:00 p.m. to 1:00 a.m. every 15 minutes. On weekdays, trains would operate every 5 minutes during peak travel hours, which are typically during commuting periods. Metro's implementation of the C-2 Operating Plan for the C and K Lines would not affect these operating conditions.

3. CEQA STATUTORY FRAMEWORK AND PROCEDURAL REQUIREMENTS

The following section summarizes the statutory framework governing the findings that a lead agency must make before approving a project under CEQA. These requirements establish the legal basis for Metro's findings and determinations in this document.

PRC Section 21081 and CEQA Guidelines Section 15091 require that:

a. No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

    1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR ***(CEQA Finding 1)*** (CEQA Guidelines Section 15091, subdivision (a)(1)).

    2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency ***(CEQA Finding 2)*** (CEQA Guidelines Section 15091, subdivision (a)(2)).

    3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR ***(CEQA Finding 3)*** (CEQA Guidelines Section 15091, subdivision (a)(3)).

b. The findings required by subdivision (a) shall be supported by substantial evidence in the record.

    The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

c. When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

d. The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

e. A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA Guidelines Section 15382 defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." The Final EIR identified all potentially significant environmental effects resulting from the project.

CEQA Guidelines Section 15093(a) states that, "If the specific economic, legal, social, technological, or other benefits" of a proposed project "outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" CEQA Guidelines Section 15093(b) requires for those significant impacts that cannot be avoided or substantially lessened, the lead agency must state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record. The findings provided in this document are based on substantial evidence in the entire record. The references set forth in these findings to certain pages or sections of the environmental documents for the project are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings. These findings do not attempt to describe the full analysis of each environmental impact contained in the Draft EIR, Final EIR, Errata, and additional documents in the record for the project. These findings hereby incorporate by reference and adopt the discussion and analysis in the Draft EIR, Final EIR, Errata, and their appendices, and additional documents in the record for the project. In making these findings, the determinations and conclusions of the Final EIR relating to environmental impacts are hereby ratified, adopted, and incorporated in these findings. In the event these findings inadvertently omit or inaccurately reflect facts stated in the Final EIR due to a clerical error, such statements are nevertheless hereby adopted and incorporated in the findings below by reference, and the language set forth in the Final EIR shall control.

PRC Section 21081.6 also requires public agencies to adopt a mitigation monitoring and reporting program (MMRP) for assessing and ensuring the implementation of proposed mitigation measures. Pursuant to PRC Section 21081.6, public agencies are required to provide that the measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. The MMRP is published on the Metro project website at www.metro.net/clineext.

3.1. Record of Proceedings

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

- Notice of Preparation (NOP) and other public notices issued by Metro in conjunction with the project
- The Draft EIR dated January 2023 including all associated appendices and documents that were incorporated by reference
- All testimony, documentary evidence, and all correspondence submitted in response to the project during the scoping meetings or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Chapter 5, Responses to Comments, of the Final EIR)
- The Final EIR dated September 2025 including all associated appendices and documents that were incorporated by reference
- The Final EIR Errata dated January 2026, including all associated appendices
- The MMRP

- All findings and resolutions adopted by Metro in connection with the project, and all documents cited or referred to therein
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the project
- All documents submitted to Metro by agencies or members of the public in connection with the development of the project
- All actions of Metro with respect to the project
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings.

3.2. ABSENCE OF SIGNIFICANT NEW INFORMATION REQUIRING RECIRCULATION

The Metro Board finds that recirculation of the EIR is not required under PRC 21092.1 and CEQA Guidelines section 15088.5. Under CEQA Guidelines section 15088.5, a lead agency must recirculate an EIR prior to certification only when significant new information is added to the document after public review. Significant information includes information showing that the project will result in new or substantially more severe significant environmental impacts, or that new feasible mitigation measures or alternatives considerably different than those identified in the EIR are available to clearly lessen significant impacts and the agency declines to adopt them.

Metro has reviewed and considered all information developed since publication of the Draft and Final EIRs, including technical memoranda, updated ridership forecasts, revised VMT calculations, implementation of the C and K Line C-2 Operating Plan, and other supplemental analyses prepared during the administrative review projects. None of this information alters the fundamental characteristics of the Hawthorne Option, changes the conclusions regarding the nature or severity of environmental impacts, or identifies new feasible mitigation measures or alternatives substantially different than those presented in the EIR that Metro declines to adopt. Rather, this information clarifies, amplifies, and provides minor updates to the analyses presented in the Draft and Final EIRs.

Accordingly, the Metro Board finds that no “significant new information,” as defined in CEQA Guidelines section 15088.5, has been added to the EIR or the record of proceedings, and recirculation of the EIR is therefore not required.

4. FINDINGS FOR ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

This section discusses the impacts found to remain significant, even with implementation of all feasible mitigation measures. These findings are based on the analyses in Chapters 3 and 4 of the Draft EIR and in Chapters 3 and 4 of the Final EIR, as well as relevant technical reports and responses to comments.

4.1. NOISE AND VIBRATION

During construction, the project would have significant and unavoidable temporary noise and vibration impacts with respect to the following significance thresholds:

- Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Impact 3.6-4.1)
- Would the project result in generation of excessive ground-borne vibration levels? (Impact 3.6-4.3)

Impacts

Impact 3.6-4.1: Ambient Noise During Construction

The Hawthorne Option would require at-grade construction and elevated guideway construction. Construction activity at station areas would be dependent on the profile of the station (at-grade or elevated). Construction noise levels at staging areas would be similar to noise levels generated by at-grade construction and would primarily involve the movement of equipment to and from the project site. At-grade construction would be the loudest phases with a 1-hour equivalent continuous sound level (L_{eq}) of 91.2 A-weighted decibels (dBA) at 50 feet for typical construction. Elevated guideway work would generate a 1-hour L_{eq} of approximately 90.9 dBA. Noise levels during construction would exceed the 1-hour L_{eq} Federal Transit Administration (FTA) standards of 90 dBA during the day and 80 dBA at night for residential uses for all types of construction. Mitigation Measure MM-NOI-1 (Noise Control Plan) would be implemented, which would require the contractor to prepare a detailed, site-specific Noise Control Plan prior to initiating any localized construction activities and to implement the plan during the construction activities. The contractor would be required to conduct continuous noise monitoring and implement corrective actions to bring noise levels to below the FTA noise thresholds when the thresholds are exceeded. Impact equipment is to be minimized or replaced with quieter alternatives. As the Hawthorne Option is located within a major arterial, project construction would be minimized during weekday AM and PM peak traffic hours. Nighttime or weekend construction may be required at times to avoid congested freeways and surface streets, or due to the nature of certain construction processes. Nighttime work must comply with local ordinances or obtain necessary variances demonstrating mitigation. However, in some instances the FTA construction impact criteria may still be exceeded, and the significant impact during construction would remain.

Impact 3.6-4.3: Ground-Borne Vibration During Construction

Ground-borne vibration caused by the Hawthorne Option's construction could cause annoyance-related impacts to vibration-sensitive receptors, which include residences, hotels, and other locations where people sleep. Annoyance due to vibration would be limited only to the periods when the vibration-generating equipment is operating in close proximity to residences, which may be limited to only a few hours at a time, after which the equipment would move on to another area of construction. Nevertheless, vibration generated by construction activities would exceed the annoyance threshold and

would be potentially significant. Mitigation Measure MM-VIB-1 (Vibration Control Plan) would require the contractor to prepare a Vibration Control Plan, conduct monitoring to demonstrate compliance with the vibration limits, and use alternative construction methods to reduce vibration impacts, as feasible. Mitigation Measure MM-VIB-2 (Construction Equipment Location) would require that operation of vibratory rollers within 26 feet of a building structure would be in static mode only, that the use of vibratory pile drivers not occur within 22 feet of a building, and use of alternative pile driving techniques, when feasible. With implementation of the foregoing mitigation measures, the Hawthorne Option would have a less than significant impact during construction related to *damage*. However, it would not be feasible to limit the use of all types of equipment, as some pieces of equipment cannot be modified or replaced, and a significant and unavoidable impact related to vibration *annoyance* during construction would remain.

References in the Draft and Final EIR

- Section 3.6, Noise and Vibration, Subsections 3.6-4.1.1, 3.6-4.1.2, and 3.6-4.3.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsection 5.2-5, Main Topic Response MR-5: Vibration Impact Types and Impact Thresholds, of the Final EIR

Mitigation Measures

MM-NOI-1: Noise Control Plan

- Metro's contractor shall develop a Noise Control Plan demonstrating how the FTA 1-hour L_{eq} noise criteria would be achieved during construction. The Noise Control Plan shall be prepared by a board-certified acoustical engineer. The FTA 1-hour L_{eq} construction noise standards are as follows: Residential daytime standard of 90 dBA L_{eq} and nighttime standard of 80 dBA L_{eq}, and Commercial and Industrial daytime standard of 100 dBA L_{eq} and nighttime standard of 100 dBA L_{eq}. The Noise Control Plan shall be designed to follow Metro requirements, and shall include measurements of existing noise, a list of the major pieces of construction equipment that would be used, predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities), and noise mitigation measures to be implemented to achieve compliance with applicable noise thresholds. The Noise Control Plans must be approved by Metro prior to initiating noise-generating construction activities. The contractor shall conduct continuous noise monitoring to demonstrate compliance with the FTA 1-hour L_{eq} noise limits. If the FTA 1-hour L_{eq} criteria are exceeded, the contractor shall implement alternative construction measures to reduce construction noise as much as feasible. The contractor shall establish a public information and complaint system. The contractor shall respond to and provide corrective action for complaints filed within a time period of 24 hours. In addition, Metro shall comply with local noise ordinances when applicable, including by obtaining a variance(s) from the applicable local jurisdiction when nighttime work is required. Noise-reducing methods that may be implemented by the contractor include:
- Construction activities shall be limited to daytime hours, except when nighttime work is necessary due to utility coordination, safety considerations, traffic minimization, or other conditions requiring a nighttime variance. In such cases, the contractor shall obtain a variance from the applicable jurisdiction and demonstrate that noise control measures will maintain noise levels below FTA and local standards.

- Where construction occurs near noise-sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers may be used.
- Limit unnecessary idling of equipment.
- Install temporary/movable noise barriers or noise-control curtains, where feasible and as required by the Noise Control Plan.
- Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.
- Limit impact pile driving where feasible and effective.
- Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.
- Minimize the use of impact devices such as jackhammers and hoe rams, using concrete crushers and pavement saws instead.
- Limit certain construction activities to daytime hours, when feasible

MM-VIB-1: Vibration Control Plan

Prior to construction, the contractor would prepare a Vibration Control Plan demonstrating how the FTA building damage risk criteria and the FTA vibration annoyance criteria would be achieved. The Vibration Control Plan must be approved by Metro prior to initiating vibration-generating construction activities and include the requirement that the contractor, in coordination with Metro and the City of Torrance Public Works Department, shall notify nearby receptors, including businesses near Del Amo Bridge, of pile-driving activities at least 72 hours in advance. The Vibration Control Plan would include a list of the major pieces of construction equipment that would be used, and the predictions of the vibration levels are the closest sensitive receivers. The contractor would conduct vibration monitoring to demonstrate compliance with the vibration limits. Where the construction cannot be performed to meet the vibration criteria, the contractor would investigate alternative means and methods of construction measures to reduce vibration levels as much as feasible.

MM-VIB-2: Construction Equipment Location

To address potential building damage, the following measures would be implemented.

- Where a vibratory roller would be operated within 26 feet of a building structure, the vibratory roller shall be operated in static mode only.
- Where pile driving is needed, the use of vibratory pile driving would be limited to being no closer than 22 feet of the nearest sensitive structure. In areas adjacent to sensitive structures where the distance cannot be limited to 22 feet or greater, pile driving will use alternative technology such as CIDH.
- Limit the location of impact pile driving to the extent feasible.

Findings

Impact 3.6-4.1: Ambient Noise During Construction

Mitigation Measure MM-NOI-1 would be implemented, which will reduce construction noise levels. However, in some instances the FTA construction impact criteria may still be exceeded. There are no additional feasible mitigation measures that could be implemented to further reduce construction noise

levels. Metro has considered sound proofing homes as a potential measure to mitigate construction noise. This approach is not considered feasible or appropriate. Although CEQA allows adoption of mitigation measures of uncertain efficacy, the measure must still be capable of achieving some portion of its intended result. An acoustic retrofitting program, however, would depend entirely on the voluntary cooperation of property owners and tenants—parties outside Metro's jurisdiction and control. As a result, the effectiveness of the measure would remain speculative. Even if Metro could identify and analyze specific retrofit techniques (such as window replacement or façade sealing), their actual implementation would hinge on the willingness of numerous private third parties, leaving Metro with no assurance that any meaningful reduction in interior noise levels would be achieved. For this reason alone, acoustic retrofitting is not considered a feasible mitigation measure. In addition, acoustic retrofitting would not effectively address exterior noise levels at the source. As retrofitting requires windows to be closed to be effective, a retrofit program could impair interior ventilation. Implementing a retrofitting program would require extensive coordination with property owners and tenants, contractors, and city building departments that may need to issue permits, adding substantial time to the project's implementation, as the retrofits would need to be installed prior to construction. Furthermore, retrofit measures may introduce secondary impacts, including noise and dust, and would be physically invasive. The costs and effort to undertake retrofitting at a broad scale would be burdensome relative to the temporary nature of the impact. Thus, Metro adopts CEQA Findings 1 and 3, as identified in Section 3 above and in Section 15091, subdivisions (a)(1) and (a)(3) of the CEQA Guidelines.

Impact 3.6-4.3: Ground-Borne Vibration During Construction

Implementation of Mitigation Measures MM-VIB-1 and MM-VIB-2 would reduce the potential for vibration annoyance impacts during construction. Even with implementation of the foregoing mitigation measures, the Hawthorne Option would have a significant and unavoidable impact related to vibration *annoyance* during construction. Thus, Metro adopts CEQA Findings 1 and 3, as identified in Section 3 above and in Section 15091, subdivisions (a)(1) and (a)(3) of the CEQA Guidelines. For construction ground-borne-vibration-related *damage* impacts, Metro adopts CEQA Finding 2, as identified in Section 3 above and in Section 15091, subdivision (a)(b) of the CEQA Guidelines.

Metro finds that the operational vibration impacts of the Hawthorne Option would be less than significant; no mitigation is required. (Draft EIR, p. 3.6-96.)

5. FINDINGS FOR ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

This section discusses the impacts found to be significant, which can be reduced to less than significant levels through implementation of mitigation measures. Notable project features and mitigation measures pertinent to the summaries of potential impacts discussed herein are included in this document. Project features include components of the project design, such as best management practices (BMP) and other design commitments. They are part of the project itself, and are not mitigation measures. They are listed here, because they provide evidence supporting the impact conclusions prior to consideration of mitigation. Mitigation measures, by contrast, are imposed to reduce or avoid significant impacts. All project features and mitigation measures established by the Draft EIR and Final EIR are provided in and made enforceable by the MMRP.

5.1. AESTHETICS

The project would have a less than significant impact with mitigation related to aesthetics with respect to the following significance thresholds:

> Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, or create new shade or shadows that would substantially affect outdoor recreation facilities or other public areas? (Impact 3.3-4.4)

Impact

Impact 3.3-4.4: Create New Source of Substantial Light/Glare During Construction

Construction activities are not anticipated to result in a substantial source of light or glare. However, if nighttime construction is required, residential uses could be affected if light spills over to the residences or if lighting is not shielded to limit glare at these residences. Therefore, there would be a significant impact related to light or glare during construction. Mitigation Measure MM-AES-1 (Construction Lighting) would be implemented to ensure that construction lighting would be shielded and directed downward and away from adjacent residential and commercial areas. With implementation of MM-AES-1, the impact would be less than significant.

References in the Draft and Final EIR

> Section 3.3, Aesthetics, Subsection 3.3-4.4.1 of the Draft EIR

Mitigation Measures

MM-AES-1: Construction Lighting

During nighttime construction activities lighting, including “down lighting,” shall be directed toward the interior of the construction staging area and shall be shielded so that it would not spill over into adjacent light-sensitive areas.

Finding

Impact 3.3-4.4: Create New Source of Substantial Light/Glare During Construction

Implementation of MM-AES-1 would reduce the potential for introducing a new light glare or shadows generated by project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

5.2. NOISE AND VIBRATION

Operation of the project would have a less than significant permanent impact with mitigation related to noise and vibration with respect to the following significance threshold:

- Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Impact 3.6-4.1)

Impact

Impact 3.6-4.1: Ambient Noise During Operation

Sensitive uses would be exposed to a combination of noise sources, including light rail train pass-by noise, TPSS noise, special trackwork noise, and wheel squeal. Mitigation Measures MM-NOI-2 (Soundwalls) and MM-NOI-3 (Low Impact Frogs) would be implemented, which would reduce noise via installation of soundwalls at identified impacted receptors and low impact frogs at crossovers which were determined to contribute to noise impacts. Mitigation Measure MM-NOI-5 (Wheel Squeal Noise Monitoring) would eliminate wheel squeal noise that could potentially occur at the two curves along the alignment with a radius of less than 1,000 feet.

With implementation of Mitigation Measures MM-NOI-2, MM-NOI-3, and MM-NOI-5, operational noise levels would be reduced to below the FTA's criteria for all sensitive receptors along the alignment, and the impact would be less than significant.

In the event that local jurisdictions choose not to apply for a quiet zone, Mitigation Measure MM-NOI-4 would not be implemented to reduce freight horn noise, and the impact would remain significant and unavoidable. However, CEQA Guidelines Section 15091(a)(2) expressly provides that where another agency has the authority and responsibility to implement a mitigation measure, the lead agency may find that the other agency can and should adopt the measure. Metro, therefore, finds that Mitigation Measure MM-NOI-4 is within the responsibility and jurisdiction of the corridor cities (City of Torrance, City of Redondo Beach, and City of Lawndale), and that those cities can and should implement the measure. All necessary safety upgrades to the freight crossings needed to implement a by-right quiet zone would be made as part of the project.

References in the Draft and Final EIR

- Section 3.6, Noise and Vibration, Subsection 3.6-4.3.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsections MR-5.2-2, Major Topic Response MR-2: Operational Noise Analysis Methodology and Impact Thresholds; Major Topic Response MR-5.2-3, Operational Noise Project Features and Mitigation Measures, of the Final EIR

Mitigation Measures

MM-NOI-2: Soundwalls

Where feasible, soundwalls shall be placed at the edge of the near light rail track with appropriate setback distance from the tracks or at the edge of elevated structures to reduce noise related to light rail vehicles as required to meet FTA criteria. Height, length, and need for absorptive noise-reducing materials will be finalized during final design as necessary to reduce noise from light rail trains to below

the FTA moderate impact criteria, as feasible. Materials, color, landscaping, and/or other aesthetic treatments would also be integrated into the design of the soundwall to minimize dominance and scale.

MM-NOI-3: Low Impact Frogs

Low impact frogs (crossing point of two rails) shall be installed to reduce crossover impact noise where necessary to reduce noise from light rail trains to below the FTA moderate impact criteria. Locations shall be verified during final design as necessary to reduce noise from light rail trains to below the FTA moderate impact criteria

MM-NOI-5: Wheel Squeal Noise Monitoring

Metro shall conduct wheel squeal noise monitoring prior to the start of revenue operations to determine if wheel squeal is occurring at the listed curves with a radius less than 1,000 feet located near sensitive receptors. If wheel squeal occurs, Metro shall use wayside rail lubrication as necessary to ensure wheel squeal does not occur and to reduce noise from light rail trains to below the FTA moderate impact criteria.

> Curve between Santa Fe Avenue and Inglewood Avenue

> Curve between 161st Street and 163rd Street

Finding

Impact 3.6-4.1: Ambient Noise During Operation

Mitigation Measures MM-NOI-2 and MM-NOI-3 would reduce light rail transit noise impacts to less than significant. Mitigation Measure MM-NOI-5 would reduce wheel squeal to less than significant. With implementation of MM-NOI-2, MM-NOI-3, and MM-NOI-5, the impact would be less than significant.

5.3. BIOLOGICAL RESOURCES

The project would have a less than significant impact with mitigation related to biological resources with respect to the following significance thresholds:

- Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? (Impact 3.7-4.1)
- Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Impact 3.7-4.5)

Impacts

Impact 3.7-4.1: Adverse Effects on Special-Status Species During Construction

The southern tarplant is known to occur within the City of Torrance Open Space Preserve adjacent to the Torrance TC. Specifically, suitable habitat for southern tarplant is present along the maintenance and emergency access path located partially within the established Open Space Preserve on its perimeter. The project's maintenance and emergency access path would occupy approximately 7,471 square feet of the 87,036-square-foot Preserve. Direct impacts to southern tarplant would include loss of approximately 7,471 square feet of habitat and potential mortality of individual plants within the project footprint. Potential indirect impacts could include soil and contaminant runoff during the wet

season, dust during the dry season, especially during excavations, and the introduction of non-native or invasive species that could degrade habitat and outcompete southern tarplant for resources.

Impacts to southern tarplant would be less than significant with implementation of MM-BIO-1 (General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources) and MM-BIO-4 (Pre-Construction Rare Plant Survey), which would require the delineation of work limits and buffers, a pre-construction rare plant survey prior to ground disturbance, and on-site monitoring by a qualified botanist. In addition, MM-BIO-5 (Off-Site Mitigation for Southern Tarplant Habitat) would require Metro to coordinate with the City of Torrance and the California Department of Fish and Wildlife (CDFW) to identify and evaluate suitable-off-site mitigation sites for southern tarplant habitat, with the goal of establishing, preserving, and managing such habitat in perpetuity at a minimum 3:1 replacement ratio or higher if required by CDFW. If the City of Torrance elects to relocate and re-establish the entire preserve, Metro may fulfill its compensatory mitigation obligation under MM-BIO-5 by funding and implementing a proportional share of the new preserve area under an agreement that includes long-term maintenance provisions and performance standards consistent with the requirements set forth in that mitigation measure. If the City does not proceed with relocation, Metro would implement independent off-site mitigation meeting the same performance standards, including securing appropriate land rights, implementing habitat enhancement measures, conducting long-term monitoring, and establishing an endowment or other funding mechanism. Construction impacts on southern tarplant would be reduced to a less than significant level with implementation of the foregoing mitigation measures.

Direct impacts to special-status bird species are not likely to occur as moderate to high quality suitable habitat was not identified within the resource study area (RSA). However, potential direct impacts to breeding birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) Sections 3500 through 3705 may occur if construction related to the demolition of the bridges or if vegetation and tree removal occurs within the nesting bird season (defined herein as February 1 through September 15). Potential direct impacts could include the destruction of occupied nests and associated loss of young, as well as loss of suitable nesting substrate. Potential indirect impacts to breeding birds during the nesting bird season may include construction-related noise and light disturbance, the degradation of habitat related to dust settlement, nest abandonment, and an increase in opportunistic predators. Bridge demolition may also impact special-status bat species, specifically, Yuma myotis. Potential direct impacts resulting from the bridge demolition may include a loss of roosting habitat and/or direct mortalities. Potential indirect impacts may include construction-related noise, vibration, and light disturbance; all of which could lead to colony/roost abandonment.

Potential impacts to breeding birds would be less than significant through implementation of Mitigation Measure MM-BIO-2 (Nesting Bird Season Restrictions and Pre-Construction Surveys), which would require a pre-construction nesting bird survey during the nesting bird season, work/construction buffers around active nests, and the monitoring of nesting activity by qualified biologists. Impacts to special-status bat species would be less than significant through implementation of Mitigation Measure MM-BIO-3 (Roosting Bat Restrictions and Survey Requirements), which would require a bat roost habitat assessment and subsequent consultation with CDFW and preparation of a mitigation plan if presence is detected.

Impact 3.7-4.1: Adverse Effects on Special-Status Species During Operations

Maintenance activities along the alignment could result in both temporary direct and indirect impacts to bird species protected under the MBTA and CFGC if trees and vegetation that have potential to support

nesting birds are removed or disturbed during the nesting bird season. Potential direct impacts may subsequently cause nest abandonment (and thus loss of young), nest failure, or direct mortality of individuals. However, Metro routine maintenance during operation does not typically disturb vegetation or trees that support nesting birds.

In addition, if the City of Torrance does not proceed with relocation of the Open Space Preserve adjacent to the Torrance TC, project-related maintenance activities could result in indirect impacts to southern tarplant individuals and habitat within the Preserve. These impacts could occur from oil and fluid run-off associated with project's surface parking lot and use of the maintenance and emergency egress path, which could degrade habitat and soil quality and cause die-off of southern tarplant individuals, including the seed bank. However, such impacts are not expected because the project's parking lot would be impervious and designed with BMPs to retain stormwater on-site. These features and BMPs would also apply to the project's maintenance and emergency egress path.

If the City of Torrance does not relocate the Preserve, Metro would implement stand-alone off-site mitigation consistent with Mitigation Measure MM-BIO-5 to offset the affected portion of southern tarplant habitat. Implementation of MM-BIO-1 would further avoid or minimize degradation of habitat and soil quality, thereby preventing substantial adverse effects on southern tarplant during operation. Therefore, with implementation of MM-BIO-1 and MM-BIO-5, operation of the project would result in a less than significant impact to southern tarplant.

Impact 3.7-4.5: Conflicts with Local Policies or Ordinances Protecting Biological Resources During Construction

Construction of the Hawthorne Option would have potential to conflict with local policies or ordinances protecting biological resources. The Open Space Preserve established for southern tarplant protection is located immediately adjacent to the project footprint (specifically, the surface parking lot) and the project's maintenance and emergency egress path would occupy approximately 7,471 square feet of the 87,036-square-foot Preserve. This encroachment would conflict with the Preserve's open space and habitat objectives and, therefore, would represent a significant impact before mitigation. Implementation of MM-BIO-5 (Off-Site Mitigation for Southern Tarplant Habitat) would reduce this impact to a less than significant level through either (1) participation in and funding of the City's relocation and re-establishment of the Preserve under an agreement that meets the mitigation measure's performance standards, or (2) implementation of an independent off-site mitigation preserve meeting the same performance standards, including long-term management and funding provisions. MM-BIO-1 (General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources) would also be implemented to avoid and minimize temporary construction-related effects within the Preserve. Thus, with implementation of MM-BIO-1 and MM-BIO-5, potential conflicts with local policies or ordinances protecting biological resources, specifically impacts to the established Open Space Preserve, would be reduced to less than significant.

Impact 3.7-4.5: Conflicts with Local Policies or Ordinances Protecting Biological Resources During Operation

The project's maintenance and emergency egress path near the Torrance TC Station would be located partially within the existing City of Torrance Open Space Preserve for southern tarplant. Use of the maintenance and emergency egress path within the Preserve would represent a potential conflict with the Preserve's open space and habitat objectives, which would constitute a significant impact before mitigation. Prior to project operation, this impact would be mitigated via Mitigation Measure MM-BIO-5 (Off-Site Mitigation for Southern Tarplant) through either (1) Metro's participation in and funding of the

City's relocation and re-establishment of the Preserve under an agreement that meets the mitigation measure's performance standards, or (2) implementation of an independent off-site mitigation project meeting the same performance standards, including long-term management and funding provisions. Because MM-BIO-5 would be implemented during construction, the required mitigation would be in place before operation begins. If the City does not relocate the Preserve, implementation of MM-BIO-1 (General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources) together with MM-BIO-5, would ensure operational impacts related to conflicts with local policies or ordinances protecting biological resources are reduced to a less than significant level. Thus, with implementation of MM-BIO-1 and MM-BIO-5, potential operational conflicts with local policies or ordinances protecting biological resources, specifically impacts to the established Open Space Preserve, would be less than significant.

References in the Draft and Final EIR

- Section 3.7, Biological Resources, Subsections 3.7-4.1.1 and 3.7-4.1.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Mitigation Measures

MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources

Prior to the initiation of construction activities, construction work limits shall be defined and marked (i.e., by caution tape, temporary fencing, etc.). All temporary fencing or other markers must be clearly visible to construction personnel.

Prior to and during construction, a qualified Biologist, selected by Metro, shall confirm that the outer perimeter of the construction work limits, fencing, and erosion control measures are properly installed and shall monitor compliance with these measures within and adjacent to the Open Space Preserve. No native vegetation removal or grading shall occur within any remaining areas of the Open Space Preserve.

Fenced impact limits shall include erosion control measures to minimize erosion and siltation during initial vegetation clearing/removal and construction through the use of silt fencing, siltation basins, gravel bags, or other controls necessary to stabilize the soil in cleared or graded areas. Erosion control measures would be installed prior to the onset of vegetation clearing/removal. These measures would be maintained in good repair until the completion of construction. Vegetation clearing/removal during routine maintenance shall also include similar erosion control measures. Specific work areas within the Torrance TC Station site adjacent to portions of the Open Space Preserve that remain in place, if the City of Torrance does not relocate the Preserve to a different site prior to construction, shall include specific erosion and run-off control measures necessary to ensure no contaminants enter the fenced impact limits of the Open Space Preserve and consequently degrade any remaining habitat for the southern tarplant. These erosion and run-off control measures shall be implemented long-term per Regional Water Quality Control Board requirements to ensure the continued protection of the Open Space Preserve and quality of habitat within. These measures are in addition to, and not in lieu of, the compensatory mitigation requirements of MM-BIO-5, which shall be implemented prior to any ground-disturbing activities within the Southern Tarplant Open Space Preserve.

MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys

The clearance of vegetation or demolition of nesting substrate (i.e., bridge features) during construction shall occur outside of the nesting bird season (nesting bird season defined herein as February 1 through

September 15), if feasible. If vegetation removal and/or demolition outside this time period is not feasible, the following additional measures shall be employed to avoid impacts to nesting birds protected under the MBTA and CFGC.

A pre-construction nesting bird survey shall be conducted by a qualified biologist (i.e., a biologist familiar and experienced with the identification and life histories of wildlife and plant species in southern California) within 72 hours, or as determined by the qualified biologist, prior to the start of construction activities to determine whether active nests are present within or directly adjacent to the construction zone. Nests found shall be recorded.

If construction activities must occur within 150 feet of an active nest of any passerine bird or within 300 feet of an active nest of any raptor, a qualified biologist shall monitor the nest on a bi-weekly (twice a week) basis, or at a frequency necessary to determine potential project impacts, and the construction activity shall be postponed until the biologist determines that the nest is no longer active.

If the recommended nest avoidance zone is not feasible, the qualified biologist shall provide justification on a case-by-case basis if a buffer reduction is possible, taking into consideration the location of work and type of activity, distance of nest from work area, surrounding vegetation, and line-of-sight between the nest and work areas, tolerance of species to disturbance, and observations of the nesting bird's reaction to construction activities (including light, noise, dust, and human presence). If the biologist determines nesting activities may fail as a result of work activities, work activities shall be modified or shall temporarily cease (except access along established roadways) within the recommended no-disturbance buffer until the biologist determines the adults and young are no longer reliant on the nest site.

Buffers shall be delineated (by or under the supervision of a qualified biologist) on-site with bright flagging, for easy identification by staff and the construction team. The perimeter of the buffer (150 feet to 300 feet depending on the species) shall be flagged so as not to draw predator attention to the direct location of the nest itself and flagging will be minimized where feasible. The on-site construction supervisor and operator staff shall be notified of the nest and the buffer limits to ensure it is maintained.

The indirect impacts of night-time construction lighting on nesting birds outside the construction limits shall be reduced by shielding or directing construction lighting to avoid light encroachment into adjacent habitats.

A summary of pre-construction surveys, monitoring efforts, and any no-disturbance buffers that were installed shall be documented in a report by the qualified biologist at the conclusion of each nesting season.

MM-BIO-3: Roosting Bat Restrictions and Survey Requirements

Prior to any construction disturbance on or near bridges, a bat roost habitat assessment shall be performed by a qualified biologist (i.e., a biologist familiar with bat identification and ecology in southern California) at each location in order to identify both potential day time and nighttime roosting activity and maternity roosts, for bat species with potential to occur. The bat roost habitat assessment shall be conducted during the spring/summer months between April 1 through August 31 to most effectively identify maternity roost activity. Signs indicating active use by bat species may include guano, urine staining, and audible vocalizations; and shall be recorded upon observation for inclusion in a summary report.

If active maternity roosts are identified, consultation shall occur with CDFW and a bat mitigation plan shall be prepared in advance of construction that shall include measures to avoid, minimize, and mitigate project impacts to bat species per conversations with, and recommendations from, CDFW. The bat mitigation plan may include bat exclusion measures to be implemented outside the California maternity season (the maternity season is defined as April 1 through August 31 in southern California) in order to prevent potential direct impacts to individuals. During the maternity season, a recommended buffer shall be implemented around any active maternity roosts, and no project related activities shall occur within the buffer until a biologist has determined that the roost is no longer in use. In addition, the bat mitigation plan shall require the replacement of lost habitat associated with demolition of the bridges and shall include mitigation addressing loss of roosts; this replacement should be on site when feasible and off site only when on site replacement is not feasible. The mitigation plan shall include required monitoring of mitigation to ensure the success of the proposed mitigation measures.

MM-BIO-4: Pre-Construction Rare Plant Survey

Prior to construction, if the Open Space Preserve has not been fully relocated and portions of the Preserve remain, suitable habitat in the portion of the RSA immediately adjacent to the Open Space Preserve shall be visually surveyed on foot by a qualified botanist (i.e., a botanist familiar with southern tarplant identification) in order to identify potential southern tarplant presence. Surveys should be conducted during the appropriate blooming period for optimal identification (defined as May – November).

If individuals are detected, individuals shall be flagged, and this area shall be clearly marked for avoidance through visible signage and fencing. A buffer zone shall be established of at least 50 feet from the outermost perimeter of the population in order to sufficiently eliminate potential disturbance to the plants from human activity and any other potential sources of disturbance including trampling, erosion, and dust. No vegetation removal, grading, or other earthwork shall occur within areas designated for avoidance. These avoidance requirements apply to southern tarplant individuals outside the permanent impact footprint of the project within the Open Space Preserve. Impacts to individuals within the permanent project footprint shall instead be addressed through the compensatory mitigation requirements of MM-BIO-5.

A qualified botanist shall perform bi-weekly (twice per week) site visits, or at a frequency necessary to ensure protection of any remaining areas of the Open Space Preserve, during all construction activities occurring immediately adjacent to any remaining areas of the Open Space Preserve to ensure construction activities remain within the designated, and delineated, approved construction area; and that construction fencing, and other boundary demarcations remain in the appropriate condition.

MM-BIO-5: Off-Site Mitigation for Southern Tarplant Habitat

Prior to construction, Metro shall coordinate with the City of Torrance and CDFW to identify and evaluate one or more suitable off-site mitigation sites for southern tarplant habitat. The goal of this effort is to mitigate the permanent loss of southern tarplant habitat through the establishment, preservation, and long-term management of suitable off-site mitigation habitat.

Metro shall ensure that mitigation occurs at a minimum 3:1 ratio for habitat area, or at a higher ratio if required by CDFW. A site-specific biological assessment, prepared by a qualified botanist (i.e., a botanist familiar with identification, survey, and management of southern tarplant), shall demonstrate that the selected mitigation site(s) have appropriate soil, hydrology, and ecological conditions to support self-sustaining, long-term tarplant populations.

It is Metro's understanding that the City of Torrance is currently evaluating the relocation and re-establishment of the entire Open Space Preserve to the Elm Water Yard in the City of Torrance. If the City elects to proceed with that relocation, Metro may satisfy its mitigation obligation by entering into an agreement with the City to fund and implement a proportional share of the new preserve area. This agreement must include provisions for a non-wasting endowment or other long-term funding mechanism sufficient to cover Metro's proportional share of perpetual management costs and must include performance standards equivalent or greater than those described in this mitigation measure for Metro's proportional share.

If the City of Torrance opts not to relocate and re-establish the Open Space Preserve, Metro shall implement an independent off-site mitigation project that achieves the same performance standards for habitat value and long-term viability, including securing a conservation easement, deed restriction, or other legally enforceable land protection instrument; implementing habitat enhancement measures; conducting long-term monitoring, and establishing a non-wasting endowment or other funding mechanism sufficient to cover Metro's proportional share of perpetual management costs. Metro shall make a reasonable, documented effort to implement the off-site mitigation within the City of Torrance.

If no appropriate off-site mitigation site can be identified within the City of Torrance, Metro shall identify and evaluate one or more suitable sites outside the City, such as an existing preserve that includes the same species of southern tarplant, that achieve the same habitat value and long-term viability standards as determined by a qualified botanist.

A qualified botanist shall also prepare a Southern Tarplant Translocation/Enhancement Plan in consultation with CDFW that includes feasible and achievable performance standards. The plan shall include, but is not limited to, methods and sourcing guidelines for seed collection (to occur for a minimum of two years); BMPs for planting and invasive species control; monitoring protocols, and a schedule of implementation activities. The Translocation Plan shall be finalized prior to any ground-disturbing activities that could affect the Southern Tarplant Open Space Preserve.

If, after a reasonable and documented effort, no suitable off-site mitigation site can be identified or implemented within or outside the City of Torrance, Metro shall consult with CDFW to identify an alternative mitigation strategy that achieves equivalent biological value and long-term viability. This may include payment of an in-lieu fee to a CDFW-approved land management entity, provided that the entity commits to establishing, preserving, and managing southern tarplant habitat in perpetuity at a minimum ratio of 3:1 or higher, consistent with the performance standards described above.

Findings

Impact 3.7-4.1: Adverse Effects on Special-Status Species During Construction

Implementation of Mitigation Measures MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, and MM-BIO-5 would reduce the impact on special-status species generated by project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

Impact 3.7-4.1: Adverse Effects on Special-Status Species During Operations

Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-5 would reduce the impact on special-status species generated by project operation to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

Impact 3.7-4.1: Conflicts with Local Policies or Ordinances Protecting Biological Resources During Construction

Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-5 would ensure that construction of the project would not conflict with the Open Space Preserved established by the City of Torrance for southern tarplant. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

Impact 3.7-4.1: Conflicts with Local Policies or Ordinances Protecting Biological Resources During Operation

Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-5 would be implemented prior to operation of the project, which would ensure that operation of the project does not conflict with the Open Space Preserve. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

5.4. GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

The project would have a less than significant impact with mitigation related to geology, soils, and paleontological resources with respect to the following significance thresholds:

- Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Impact 3.8-4.9)

Impact

Impact 3.8-4.9: Destroy A Paleontological/Geologic Feature During Construction

The northern section of the resource study area for the Hawthorne Option is underlain by an older Quaternary alluvium geologic unit (Qoa) that has high paleontological sensitivity. (See Draft EIR, Figure 3.8-7, Paleontological Sensitivity Map.) Grading and excavation activities within this formation could cause potentially significant impacts to paleontological resources, should they be encountered and destroyed without intervention. For these locations, Mitigation Measure MM-GEO-1 (Engage a Qualified Paleontological Resources Specialist) would be implemented, which would require hiring a qualified paleontologist to monitor grading and excavation within highly sensitive geologic formations (or direct subsurface microfossil testing when subsurface soil observation is not possible). In the event of a discovery, MM-GEO-1 would require temporary halting of activities, examination of the discovery, and documentation and treatment of finds, as determined by the qualified paleontologist. Therefore, with implementation of MM-GEO-1, impacts would be reduced to less than significant.

References in the Draft and Final EIR

- Section 3.8, Geology, Soils, and Paleontological Resources, Subsection 3.8-4.9.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Mitigation Measures

MM-GEO-1: Engage a Qualified Paleontological Resources Specialist

Grading and excavation equating to 1,000 cubic yards or more at depths of 13 feet or greater within highly sensitive Qoa geologic formation shall require monitoring by a qualified paleontologist, including the following measures:

- Prior to beginning any work that requires paleontological monitoring:

- Metro shall retain the services of a qualified paleontologist meeting the standards of the Society of Vertebrate Paleontology (SVP) to compose a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) identifying the steps to be taken in the event of the inadvertent discovery of paleontological resources.
- A preconstruction meeting will be held that includes the qualified paleontologist, Construction Manager and/or Grading Contractor, and other appropriate personnel so the qualified paleontologist can make comments and/or suggestions concerning the monitoring program to the Construction Manager and/or Grading Contractor.
- The qualified paleontologist will (at that meeting or subsequently) submit to the Project Manager a copy of the site/grading plan (reduced to 11 x 17 inches) that identifies areas to be monitored as well as areas that may require delineation of grading limits.
- The qualified paleontologist will also coordinate with the Project Manager on the construction schedule to identify when and where monitoring is to begin and to specify the start date for monitoring.

> The qualified paleontologist will document monitoring activity on a standardized form. A record of daily activity will be sent to Metro and the Project Manager each month.

> The qualified paleontologist will be present initially during all earth-moving activities. After 50 percent of the excavations are complete within the unit, if no significant fossils have been recovered, the level of monitoring may be reduced or suspended entirely at the qualified paleontologist's discretion and in consultation with Metro.

> At locations where sensitive subsurface soils cannot be observed during ground disturbing activities, such as driving of piles, a subsurface investigation to test for the presence or absence of microfossils should be implemented under the direction of a qualified paleontologist following SVP guidelines. Prior to the start of ground disturbance, mechanical coring, or other methods determined appropriate by the paleontologist, will be used to collect a test sample of 600 lbs. (0.4 cubic yards) to be wet screened. In the event fossil remains are identified, two standard samples of 6,000 lbs. each (4.0 cubic yards) shall be collected for processing following SVP guidelines for microfossil salvage.

> Discoveries

- Discovery Process – In the event of a discovery, and when requested by the qualified paleontologist, the Project Manager will be contacted and will divert, direct, or temporarily halt ground-disturbing activities in the area of discovery to allow for preliminary evaluation of potentially significant paleontological resources. The paleontologist will also immediately notify Metro of such findings at the time of discovery.
- Determination of Significance – The significance of the discovered resources will be determined by the paleontologist in consultation with the Project Manager and Metro, who must concur with the evaluation before grading activities will be allowed to resume.
- Documentation and Treatment of Finds – Based on the scientific value and/or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. If treatment and salvage are required, recommendations will be consistent with SVP 2015 guidelines and currently accepted scientific

practice. Work in the affected area may resume once the fossil has been assessed and/or salvaged and a paleontological monitor is present.

- Notification of Completion – The paleontologist will notify Metro in writing of the end date of monitoring.
- Handling and Curation of Significant Paleontological Specimens and Letter of Acceptance – The paleontologist will ensure that all significant fossils collected are appropriately prepared and permanently curated with an appropriate institution, and that a letter of acceptance from the curation institution has been submitted to Metro.
- Final Results Reports (Monitoring and Research Design and Recovery Program) – Prior to completion of the Proposed Project, two copies of the Final Results Report (even if no significant resources were found) and/or evaluation report, if applicable, which describe the results, analysis, and conclusions of the Paleontological Monitoring Program (with appropriate graphics) will be submitted to Metro for approval.

Finding

Impact 3.8-4.9: Destroy A Paleontological/Geologic Feature During Construction

Implementation of Mitigation Measure MM-GEO-1 would reduce the impact to unique paleontological resources generated by project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

5.5. CULTURAL RESOURCES

The project would have a less than significant impact with mitigation related to cultural resources with respect to the following significance thresholds:

- Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (Impact 3.13-4.2)

Impacts

Impact 3.13-4.2: Adverse Change to Archaeological Resources During Construction

Project construction is not likely to impact any known archaeological resources. The records search of the California Historical Resources Information System (CHRIS) identified one previously recorded prehistoric site, P-19-000100, within the RSA. P-19-000100 is a prehistoric archaeological resource, represented by only two stones, that was recorded as one of a series of small prehistoric campsites in Torrance by F.H. Racer in 1939; however, the context related to the exact location of the resource and means of discovery are not fully known. It is possible that unknown archaeological resources lay buried throughout the RSA and could be impacted by project construction. Construction of the Hawthorne Option has the potential to disturb or destroy a significant unknown archaeological resource.

Mitigation Measure MM-CUL-1 (Cultural Resources Identification Training) would be implemented, which would require construction personnel to be trained in the identification of archaeological resources. Mitigation Measure MM-CUL-2 (Cultural Resources Monitoring and Mitigation Plan) would also be implemented, which would establish procedures to stop work in the event of an unanticipated discovery and ensure that discovered resources would be avoided or treated in accordance with a treatment plan developed in consultation with Metro. With implementation of Mitigation Measures MM-CUL-1 and MM-CUL-2, the impact would be reduced to less than significant.

In addition, three historical built environment resources are located in the Hawthorne Option RSA: Moda Itala (APN 4075-012-019), Frank's Furniture (APN 4075-007-008; 4075-007-007), and The Lighting Express Carwash (APN 4081-028-032). The visual qualities of the new, permanent infrastructure and the temporary noise and vibration associated with construction would not alter the three historical resources or their immediate surroundings in a manner that would materially impair them; therefore, the Hawthorne Option will have a less than significant impact on historical resources. (Draft EIR, pp. 3.13-39 to 3.13-41.)

References in the Draft and Final EIR

- Section 3.13, Cultural Resources, Subsections 3.13-4.2.1 and 3.13-4.3.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Mitigation Measures

MM-CUL-1: Cultural Resources Identification Training

Prior to the issuance of notice to proceed with construction, all construction personnel involved in ground-disturbing activities shall be provided with appropriate cultural resources training. The training shall instruct the personnel regarding the legal framework protecting cultural resources, typical kinds of cultural resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or are inadvertently discovered. The training shall be prepared by a Secretary of the Interior (SOI) professionally qualified archaeologist, in consultation with interested Native American tribes consulting under Assembly Bill (AB) 52, who shall provide information on resources of interest to Native American tribes and include cultural resources and artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction.

MM-CUL-2: Cultural Resources Monitoring and Mitigation Plan

Prior to the issuance of notice to proceed with construction, the construction contractor shall prepare, and Metro shall review and approve, a CRMMP. The CRMMP shall be prepared in consultation with a Secretary of the Interior-qualified archaeologist and interested Native American tribes consulting under AB 52.

At a minimum, the CRMMP shall:

- Identify the areas where archaeological and Native American monitoring will occur, and describe monitoring methods and reporting requirements.
- Establish the protocol to follow in the event of an unanticipated discovery, requiring that, if an archaeological deposit is identified, the construction contractor shall stop construction within 50 feet of the exposed resource until a Secretary of Interior professionally qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations [CCR], Title 14, Section 15064.5[f]). If the resource is determined to be a historical resource (as defined in PRC Section 21084.1) or a unique archaeological resource (as defined in PRC Section 21083.2[g]), the CRMMP shall require:
  - Avoidance of the resource, where feasible, through project redesign, preservation in place, capping or other methods consistent with Title 14, Section 15126.4(b)(3).
  - Where avoidance is not feasible, as determined by Metro, in light of factors such as the nature of the find, project design, costs, and other considerations, data recovery shall be implemented

through excavation and documentation consistent with the Secretary of Interior's Standards for Archaeology and Historic Preservation (48 Fed. Res. 44716) and the State Office of Historic Preservation Standards.

- Define performance standards requiring all data recovery efforts to obtain information necessary to address important research questions, that all recovered be cleaned, catalogued, and curated at a qualified repository that meets federal and state curation standards, and that a comprehensive technical report be prepared and filed with the South Central Coastal Information Center of the CHRIS.
- Incorporate tribal consultation with Native American tribes consulting under AB 52.
- Provide documentation and reporting protocols for submitting monitoring logs during construction and a final report documenting all findings to be submitted to Metro, consulting tribes, and CHRIS.

The CRMMP shall be implemented throughout all ground-disturbing activities in previously undisturbed areas or areas of deep excavation below the depth of prior disturbance (generally assumed to be 5 feet unless site-specific studies show a greater or lesser depth of prior disturbance), or as otherwise required by section 7050.5 of the Health and Safety Code or Section 5097.98 of the Public Resources Code.

MM-CUL-3: Unanticipated Discovery of Human Remains

Archaeological and Native American monitoring (see MM-CUL-1 and MM-TCR-1) shall be required during all ground- disturbing activities in areas of excavation extending below the depth of prior disturbances, as defined in MM-CUL-2, and in areas adjacent to known cemeteries or other locations where the potential for encountering human remains is elevated, including El Nido Park (located between the Kingsdale Avenue and 186th Street cross section to 182nd Street) and the Pacific Crest Cemetery (2701 182nd Street). Archaeological monitoring shall be conducted in accordance with the Project CRMMP required by MM-CUL-2, which establishes monitoring methods, evaluation procedures, treatment, standards, and reporting requirements. If human remains and/or associated funerary objects are encountered, then work shall be halted within 50 feet of the find and California Health and Safety Code Section 5097.98 and PRC Section 5097.98 shall be followed, including immediate notification of the County Coroner and consultation with the Most Likely Descendent identified by the Native American Heritage Commissions.

Findings

Impact 3.13-4.2: Adverse Change to Archaeological Resources During Construction

Implementation of Mitigation Measures MM-CUL-1 and MM-CUL-2 would reduce the impact on archeological resources generated by project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

5.6. TRIBAL CULTURAL RESOURCES

The project would have a less than significant impact with mitigation related to tribal cultural resources with respect to the following significance thresholds:

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of

Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)? (Impact 3.14-4.1)

- Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? (Impact 3.14-4.2)

Impacts

Impact 3.14-4.1: Substantial Adverse Change in The Significance of a Tribal Cultural Resource During Construction

Despite prior disturbances, the excavations associated with the project have the potential to adversely impact a significant tribal cultural resource. Thus, Mitigation Measure MM-TCR-1 (Native American Monitoring) would require retention of a Native American Monitor from, or approved by, consulting tribes under AB 52. Mitigation Measure MM-TCR-2 (Unanticipated Discovery of Tribal Cultural Resource Objects [Non-Funerary/Non-Ceremonial]), would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of non-funerary/non-ceremonial objects of Native American origin. Mitigation Measure MM-TCR-3 (Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects), would establish procedures to stop work and determine treatment in consultation with the Native American monitor in the event of the discovery of funerary/ceremonial objects of Native American Origin. Therefore, with implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, the impact would be reduced to less than significant.

Impact 3.14-4.2: Substantial Adverse Change in The Significance of a Tribal Cultural Resource Determined by a Lead Agency During Construction

No resources have been determined by Metro, in its discretion and supported by substantial evidence, to be significant tribal cultural resources within the RSA. However, excavations associated with construction have the potential to disturb and destroy an unknown significant tribal cultural resource. This disturbance of significant tribal cultural resources could result in a significant impact. Thus, Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3 would be implemented. With implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, the impact would be reduced to less than significant.

References in the Draft and Final EIR

- Section 3.14, Tribal Cultural Resources, Subsections 3.14-4.1.1 and 3.14-4.2.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Mitigation Measures

MM-TCR-1: Native American Monitoring

Prior to the issuance of notice to proceed with construction, Metro shall document retention of a Native American Monitor from, or approved by, consulting tribes under AB 52.

Native American monitoring shall be required during all excavation that extends below the depth of prior disturbance, as defined in MM-CUL-2, and in any areas identified through the cultural resources search or tribal consultation as having higher potential for intact tribal cultural resources. Native American monitoring shall be conducted in coordination with archaeological monitoring required under MM-CUL-3 and consistent with the CRMMP prepared under MM-CUL-2.

If, after a good-faith effort, a qualified Native American monitor is not available at the time ground-disturbing activities are scheduled, construction may proceed with archaeological monitoring in accordance with MM-CUL-3, provided that consultation with the tribes continues regarding treatment of any tribal cultural resources identified. For the purposes of this measure, a good-faith effort shall consist of documented outreach to consulting tribes regarding the construction schedule, made at least 15 working days in advance of the ground-disturbance start date, with at least one follow-up attempt by phone or email if no response is received.

The Native American Monitor shall prepare monitoring documentation describing the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, locations of monitoring, soil types, and any cultural or tribal resources identified, including but not necessarily limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. The documentation shall be prepared in accordance with the CRMMP and provided to Metro. Metro shall make the documentation available to consulting tribes upon request.

Native American monitoring may conclude when Metro determines, in consultation with the project archaeologist and consulting tribes, that all ground-disturbing activities with the potential to affect tribal cultural resources have been completed.

MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

In the event that potential cultural material is discovered during ground-disturbing activities, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet). The discovery shall be evaluated promptly by the archaeological and Native American monitors in accordance with the CRMMP required by MM-CUL-2. If the find is determined to be a tribal cultural resource under PRC Section 21074, Metro, in consultation with the monitors and consulting tribes under AB 52, shall determine appropriate treatment consistent with the protocols and performance standards set forth in MM-CUL-2. Preservation in place, including avoidance or protective measures such as capping, shall be the preferred treatment. If preservation in place is not feasible, mitigation shall be implemented through data recovery and documentation in accordance with the SOI's Standards and CEQA Guidelines Section 15126.4(b), with tribal consultation to ensure culturally appropriate treatment.

MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute.

In the event that human remains or associated funerary objects are encountered during ground-disturbing activities, construction shall halt within 50 feet of the find. The discovery shall be addressed in accordance with the CRMMP required by MM-CUL-2 and the protocols set forth in MM-CUL-3.

Consistent with California Health and Safety Code Section 7050.5, the County Coroner shall be notified immediately. If the remains are determined to be Native American, the Native American Heritage Commission shall be contacted, and consultation shall occur with the Most Likely Descendant identified by the Commission, pursuant to PRC Section 5097.98.

Native American human remains and associated funerary or ceremonial objects shall be treated together as a single burial unit under PRC Section 5097.98(d), with preservation in place as the preferred treatment.

If preservation in place is not feasible, the Most Likely Descendant, in consultation with Metro, shall determine culturally appropriate treatment in accordance with PRC Section 5097.98(d)(2). Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Findings

Impact 3.14-4.1: Substantial Adverse Change in The Significance of a Tribal Cultural Resource During Construction

Implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3 would reduce the impact on tribal cultural resources from project construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

Impact 3.14-4.2: Substantial Adverse Change in The Significance of a Tribal Cultural Resource Determined by a Lead Agency During Construction

Implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3 would reduce the impact from project construction on unique tribal cultural resources as determined by a lead agency to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

5.7 LAND USE

The project would have a less than significant impact with mitigation related to land use with respect to the following significance threshold:

- Would the project physically divide an established community (Impact 3.2-4.1)

Impacts

Impact 3.2-4.1: Physical Division of an Established Community During Construction

For construction areas along the corridor, impacts may include potential traffic disruptions and delays, as construction necessitates temporary lane and intersection closures. As part of the Hawthorne Option, pursuant to PF-T-1, a CTMP would be implemented to maintain connectivity across and along Hawthorne Boulevard during construction (see Section 3.1, Transportation). Vehicular and pedestrian access across Hawthorne Boulevard would generally be maintained by phasing construction in such a way that does not close multiple parallel roads or sidewalks at the same time. While parallel roads and their intersections are typically close enough that automobiles can easily detour to a parallel road to gain access across Hawthorne Boulevard, in locations where pedestrian crossings are more than 1,000 feet apart, construction of the Hawthorne Option may pose a barrier to pedestrian access across the roadway. This could divide the community for the duration of construction at some locations for several months, resulting in a significant impact during construction with regard to dividing a physically established community. However, with the implementation of Mitigation Measure MM-LU-1,

Temporary Crossings (See Section 3.2-5), detours around closures, including temporary crosswalks where closed intersections do not have alternate crossings within 1,000 feet, the Hawthorne Option would have a less than significant impact with mitigation during construction.

References in the Draft and Final EIR

- Section 3.2, Land Use, Subsections 3.2-4.1.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Mitigation Measures

MM-LU-1 – Temporary Crossings

Where construction requires the closure of crosswalks or other pedestrian roadway crossings and an alternate crossing route does not exist within 1,000 feet of the closed crossing, the contractor shall provide a temporary alternate crossing nearby. These temporary crossings shall be identified in the CTMPs for the Cities of Lawndale, Redondo Beach, and Torrance, described in Project Feature T-1, which would be completed prior to the issuance of a building permit for the Hawthorne Option and the initiation of major roadway work. The plan shall identify the placement of temporary pedestrian crossings to ensure safe pedestrian crossings near all closed roadway crossings where an alternate crossing is not available within 1,000 feet.

Findings

Impact 3.2-4.1 Physical Division of an Established Community During Construction

Implementation of Mitigation Measures MM-LU-1 would reduce the impact related to physical division of an established community during construction to a less than significant level. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines. Findings for Environmental Impacts Found to be Less Than Significant

This section discusses the impacts found to be less than significant, and no mitigation is required.

5.7. TRANSPORTATION

The project would have a less than significant impact related to transportation with respect to the following significance thresholds:

- Will the project conflict with a program, plan ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Impact 3.1-4.1)
- Will the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) [increase in VMT]? (Impact 3.1-4.2)
- Will the project substantially increase hazards due to a geometric design feature or incompatible uses? (Impact 3.1-4.3)
- Will the project result in inadequate emergency access? (Impact 3.1-4.4)

Impacts

Impact 3.1-4.1: Conflict with Plans During Construction

Given the temporary nature of construction, it is not expected that construction of the Hawthorne Option would preclude any programs, plan ordinances, or policies addressing the circulation system. Construction will temporarily reduce travel lanes on Hawthorne Boulevard progressively in segments

along the alignment. Additionally, there could be short-term closures of freeway shoulder and/or travel lanes and select ramps on I-405. Although these activities would temporarily reduce travel efficiency, alternate routes are available through the area on parallel major roadways. As part of Project Feature PF-T-1 (Construction Traffic Management Plan), prior to the initiation of localized project construction activities, construction traffic management plans (CTMPs) would be prepared. The CTMPs will specify street closure information, detour plans, haul routes, and staging plans and will include provisions for maintaining safe access or alternate routes of travel for all road users and transit. PF-T-1 reflects standard construction practice for Metro projects and provides part of the substantial evidence supporting the conclusion that the project would not conflict with a program, plan, or policy addressing the circulation system during construction. Therefore, a less than significant impact would occur.

Impact 3.1-4.1: Conflict with Plans During Operations

The project introduces a new transit option consistent with several local jurisdictions' transportation policy objectives, provides new bicycling and walking infrastructure along the Metro ROW, and offers an alternative to driving that is anticipated to reduce vehicle trips.

As described in the 2025 Ridership Summary Report, available on the Metro website, Metro has updated the operational scenario for the project alignment options to reflect the C-2 Operating Plan. This change affects only how Metro designates and operates its service lines and does not alter the options' physical features, alignment, station locations, construction methods, or operational characteristics relevant to environmental impacts (e.g., train frequency, electrical demand, or service hours). Ridership modeling under the C-2 Operating Plan shows improved connectivity within the regional rail network, resulting in higher projected ridership and associated travel benefits. Therefore, the conclusions of the environmental analysis remain valid, and the Hawthorne Option would continue to have a less than significant impact.

As described in Section 3.2 above, per CEQA Guidelines, § 15088.5(a), recirculation of an EIR is required only when "significant new information" is added to the EIR or the record, such as information showing that the project would result in new or substantially more severe significant environmental impacts, or that a feasible alternative or mitigation measure considerably different from those previously analyzed would substantially reduce one or more significant impacts are available but the project proponent declines to adopt it. The updates reflected in the C-2 Operating Plan do not trigger any of these conditions. Rather, the revised operating plan clarifies and updates the operational assumptions analyzed in the Draft EIR without changing the project's physical characteristics, environmental setting, or mitigation commitments. (See Memorandum re: Vehicle Miles Traveled Correction to the C Line (Green) Extension to Torrance Project, October 2025). Accordingly, the new information does not constitute significant new information within the meaning of CEQA Guidelines section 15088.5, and recirculation of the EIR is not required.

Impact 3.1-4.2: Induce Vehicle Miles Traveled During Construction

Due to the temporary nature of construction traffic associated with the project, a substantial increase in vehicle miles traveled (VMT) would not be anticipated to result from construction. Given the temporary nature of construction industry jobs, the relatively large regional construction industry, and the total number of construction workers needed during any construction phase, it is likely that the labor force from within the region would be sufficient to complete the majority of project construction without a substantial influx of new workers and their families and would not result in a substantial increase in VMT. Therefore, construction of the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3 and there would be a less than significant impact.

Impact 3.1-4.2: Induce Vehicle Miles Traveled During Operations

Per CEQA Guidelines Section 15064.3(b), transportation projects that reduce or have no impact on VMT should be presumed to cause a less than significant transportation impact. As a non-automobile modal option, the project is expected to result in either a positive or neutral effect on VMT, resulting in consistency with CEQA Guidelines Section 15064.3(b). Thus, project operation would result in a less than significant impact.

Impact 3.1-4.3: Increase Hazards Due to Geometric Design During Construction

Project construction would occur in stages that would temporarily reduce travel lanes on Hawthorne Boulevard in segments along the alignment. Lane reductions must maintain minimum dimensions and geometry based on roadway type, maximum design vehicle size, and other factors defined in engineering standards. Construction worksites would be fenced, and lane closures and associated lane tapers, temporary advance warning signs, detour signs, etc., would be implemented in accordance with the Part 6 (Temporary Traffic Control) of the California Manual on Uniform Traffic Control Devices (CAMUTCD) to ensure that no significant geometric design hazards are introduced during the construction period. As elements such as columns are constructed, the potential for visibility obstructions for road users could be introduced. As part of Project Feature PF-T-1, CTMPs would be prepared in compliance with the CAMUTCD. The CTMPs would provide for safe separation of road users from construction activities, ensure visibility of pedestrians and at marked or signalized crossings meets engineering standards, and if necessary, detour vehicles, pedestrians, and/or bicyclists along a safer route, minimizing inconvenience to the extent practical. PF-T-1 reflects standard construction practice for Metro projects and provides part of the substantial evidence supporting the conclusion that construction of the Hawthorne Option would not substantially increase hazards due to a geometric design feature or incompatible uses. Accordingly, a less than significant impact would occur.

Impact 3.1-4.3: Increase Hazards Due to Geometric Design During Operations

The elevated light rail structure would primarily be located within Caltrans ROW along the I-405 and the median of Hawthorne Boulevard and would be designed to maintain adequate site distance and signal visibility consistent with CAMUTCD standards, with roadway geometry and traffic signal reconfigured as needed where the structure could otherwise affect visibility. Pedestrian safety would be maintained or improved through the use of predominantly signalized crossings along this corridor, including the signalization of select previously unsignalized intersections and a proposed mid-block pedestrian crossing at the south end of the South Bay Galleria Station. Where columns are located near crossings or turn movement, adequate median width, column setbacks, protected turn phases, and signal timing modifications would prevent conflicts and preserve visibility. Thus, project operation would not substantially increase hazards due to a geometric design feature or incompatible uses, and a less than significant impact would occur.

Impact 3.1-4.4: Inadequate Emergency Access During Construction

Project construction would occur in various phases, which would have different effects on the street system. Any temporary full or partial street closures during construction would, by necessity, increase traffic volumes on the detour routes, which could increase traffic congestion on those routes. However, the alignment is located in an established urban area that is well-served by the surrounding roadway network, and multiple routes exist parallel to the affected streets. Emergency vehicle drivers normally have a variety of options for avoiding traffic such as using sirens to clear a path of travel, driving in the lanes of opposing traffic or center turn lanes, and bypassing signals and stopped traffic. As part of Project Feature PF-T-1, CTMP would be prepared to maintain access in and around the project

construction areas and component sites throughout all construction activities. PF-T-1 reflects standard construction practice for Metro projects and provides part of the substantial evidence supporting the conclusion that adequate emergency access would be maintained. Therefore, there would be a less than significant impact.

Impact 3.1-4.4: Inadequate Emergency Access During Operations

The Hawthorne Option fully grade-separates the light rail and generally maintains the existing road network below. At the intersection of Hawthorne Boulevard and 180th Street, the center median would be permanently closed, limiting direct access to 180th Street (east) or into the shopping plaza on the west. However, the intersection at 179th Street would remain with a new traffic signal, which is approximately 200 feet to the north, and 182nd Street which is approximately 630 feet to the south, ensuring that access to 180th Street (east) and the shopping plaza on the west is maintained. Therefore, there would be a less than significant impact.

References in the Draft and Final EIR

- Section 3.1, Transportation, Subsections 3.1-4.1, 3.1-4.2, 3.1-4.3, and 3.1-4.4 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

PF-T-1. Construction Traffic Management Plan

The MRDC requires that contractors develop a CTMP prior to the initiation of localized construction activities. Per Metro standard practice, this CTMP (inclusive of street closure information, detour plans, haul routes, and a staging plan) shall be prepared and submitted to the Cities of Lawndale, Redondo Beach, and Torrance for review. For the Hawthorne Option, it would also be submitted to Caltrans. Caltrans would also review selected areas of the project, such as bridge construction over Hawthorne Boulevard. The CTMPs shall be based on the nature and timing of the specific construction activities at each of the construction sites. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the project. The CTMPs may be updated during construction to reflect evolving conditions and site-specific needs. The CTMPs will include, but not be limited to, the following elements, as appropriate:

- As traffic lane, parking lane, sidewalk closures and full road closures are anticipated, worksite traffic control plans, approved by the local jurisdictions and Caltrans, shall be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- As partial and full street closures are anticipated at various locations during portions of the Project construction, detour plans, approved by the local jurisdictions, shall be developed and implemented to route vehicular traffic, pedestrians and bicyclists to alternative routes during these periods, including maintaining access for these modes across Hawthorne Boulevard during construction.
- Ensure that vehicle and pedestrian access will remain available from at least one entry and egress point for properties in proximity to the project and component sites during construction with access to businesses maintained during normal business hours; nighttime closures may be possible and accordingly arranged with property owners.
- Coordinate with the city and emergency service providers to ensure emergency access is provided to the project and component sites and neighboring land uses. Emergency access points will be marked accordingly in consultation with local fire departments, as applicable.

- Provide off-site truck staging in a legal area furnished by the construction truck contractor.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.

Mitigation Measures

The impacts under the thresholds above will be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these transportation impacts will be less than significant.

5.8. LAND USE AND PLANNING

The project would have a less than significant impact related to land use and planning with respect to the following significance thresholds:

- Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Impact 3.2-4.2)

Impacts

Impact 3.2-4.1: Divide an Established Community During Operations

The Hawthorne Option would be elevated parallel to I-405 and continuing down the median of Hawthorne Boulevard, therefore there would not be conflicts between street and light rail crossings. While there would be changes to the current roadway configuration along Hawthorne Boulevard to support the elevated guideway, this would not impede access to either side of the community. The main changes to the roadway configuration along Hawthorne Boulevard would involve a reconfiguration of the intersections to relocate the left turn lanes and the reduction of parking within the median due to a conflict with the elevated structure columns. The existing lane configuration would remain as is for both northbound and southbound traffic, but traffic would be shifted a few feet to the east in the approach to the proposed South Bay Galleria Station to provide pedestrian access to the station. There would be new midblock crossings to provide pedestrian access to the proposed South Bay Galleria Station from the south side of the station in addition to the existing crosswalk at Artesia Boulevard. Additionally, several intersections would be signalized along Hawthorne Boulevard. These changes would not impede access within the community. Other project elements including stations, TPSS sites, and crossing equipment would not impede access. Thus, project operation would not divide an established community and less than significant impact would occur.

Impact 3.2-4.2: Conflict with Land Use Policy During Construction

Construction activities would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Further, the project would comply with all applicable regulations and local ordinances governing construction activities to the extent feasible. Therefore, construction of the Hawthorne Option would have a less than significant impact.

Impact 3.2-4.2: Conflict with Land Use Policy During Operations

The Hawthorne Option would not change the existing land use setting or conflict with the described plans and policies during operation. The City of Torrance's Hawthorne Boulevard Corridor Specific Plan acknowledges and supports transit service that enhances mobility in the corridor and serves as a convenient alternative to automobile travel. The City of Lawndale's Hawthorne Boulevard Corridor Specific plan seeks to ensure that the improvement to existing facilities is coordinated with future population and employment growth and provides a balanced mix of transportation. Both of these goals are consistent with light rail transit service. The addition of a station at the South Bay Galleria is consistent with the City of Redondo Beach's General Plan which seeks to integrate public transit facilities on the South Bay Galleria site and ensure that they are accessible by automobile, bicycle, and walking from peripheral residential neighborhoods. Thus, the Hawthorne Option would have a less than significant impact.

References in the Draft and Final EIR

- Section 3.2, Land Use and Planning, Subsection 3.2-4.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

None

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these land use impacts would be less than significant.

5.9. AESTHETICS

The project would have a less than significant impact related to aesthetics with respect to the following significance thresholds:

- In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (Impact 3.3-4.3)
- Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, or create new shade or shadows that would substantially affect outdoor recreation facilities or other public areas? (Impact 3.3-4.4)

Impacts

Impact 3.3-4.3: Degrade Existing Visual Character During Construction

Construction activities would include the addition of construction equipment, vehicles, signs, staging, and personnel within the RSA. Construction activities would result in site disturbances, partial or full demolition of existing structures, use and movement of heavy construction equipment, import and export of materials, and removal of vegetation, use of erosion devises, and installation of piles, columns, and piers. Construction would also require the temporary use of staging and laydown areas, and

installation of temporary lighting and fencing. Overall, construction would represent a temporary change in the visual quality and character of the RSA, similar to other construction projects in the city. However, the existing visual quality is low to moderately low throughout the entire RSA and construction activities would not substantially degrade the visual quality of the immediate area.

As part of Project Feature PF-AES-1 (Local Zoning Ordinances), Metro will verify that construction activities occurring outside of the Metro and public ROWs comply with applicable zoning regulations within the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance throughout the duration of construction. PF-AES-1 reflects standard practice for Metro projects and provides part of the substantial evidence supporting the conclusion that the project would not conflict with applicable general plan policies or local codes governing scenic quality. Because construction would not substantially change the primarily urban views in the RSA, impacts during construction would be less than significant.

Impact 3.3-4.3: Degrade Existing Visual Character During Operations

Overall, project operation would represent a visual change as compared to existing conditions. The alignment is located in a primarily urbanized area within a commercial corridor. Viewers in the RSA, such as pedestrians, residents, commuters, and patrons and employees of commercial businesses, would have a low to moderate sensitivity to this visual change. There are three historic buildings within the RSA of the Hawthorne Option that represent significant visual resources, including Moda Italia, Frank's Furniture, and Lightning Express Carwash. The Hawthorne Option has the potential to block pedestrian and motorist's views of the historic buildings within this portion of the RSA from certain vantage points. However, because the Hawthorne Option consists of an elevated alignment, views of the buildings' historical features would still be visible from the ground-level where the historical features are visually prominent. As such, the Hawthorne Option would not significantly impact the views or visual character of these historic resources. As part of Project Feature PF-AES-1 (Local Zoning Ordinances), all project components located on properties outside of the existing Metro and public ROWs would adhere to local zoning ordinances. As part of PF-AES-2 (Metro Design Standards), project components, including track guideway, auxiliary facilities, and stations, would be designed in accordance with Metro established design standards and consistent with Metro's Art Program Policy. Landscaping and operational lighting would also be provided, consistent with these standards. Together, PF-AES-1 and PF-AES-2 reflect Metro's standard commitments and provide part of the substantial evidence supporting the conclusion that the project would be consistent with the local policies regarding visual character and scenic quality. Therefore, the Hawthorne Option would be consistent with zoning requirements and other regulations governing scenic quality, and the potential impact would be less than significant.

Impact 3.3-4.4: Create New Source of Substantial Light/Glare During Operation

The project is within an urbanized area with various sources of existing nighttime lighting. During operation, new light sources would include security lighting and point sources of lighting at the new stations that would contribute to the overall ambient nighttime lighting conditions in the RSA. However, the lighting would be comparable to existing lighting for the existing Redondo Beach (Marine) Station. As part of Project Feature PF-AES-2 (Metro Design Standards), all lighting would be designed consistent with Metro's established standards, including requirements that address operational lighting, and would also comply with applicable lighting regulations verified during the permitting process. PF-AES-2 reflects Metro's standard design commitments and provides part of the substantial evidence supporting the conclusion that the increase in light generated by the project would not adversely affect day or nighttime views in the area.

During operation, the Hawthorne Option would operate in an elevated structure. Supporting columns would be required in order to support the elevated structures, OCS, and station platform. The elevated South Bay Galleria Station would be located in the median of Hawthorne Boulevard approximately halfway between Artesia Boulevard and 177th Street, featuring a center platform. The shade and shadow pattern created by the elevated structures and station would change throughout the day and seasonally. An adverse shadow impact could occur when new shadows substantially affect existing outdoor recreation facilities, such as parks, playgrounds, or similar. Although there are several outdoor recreational facilities present within the RSA, none are located near the Hawthorne Option or close enough to be shaded substantially. The nearest outdoor recreation facility is Columbia Park, located approximately 405 feet east/northeast of the proposed elevated structure, between 186th and 190th Street. There is also intervening development between the proposed elevated structure and the park. As such, due to the location of the Hawthorne Option, the potential for an adverse shadow impact is limited.

Accordingly, the Hawthorne Option would have a less than significant impact related to light and glare, as well as shading and shadows during operation.

References in the Draft and Final EIR

> Section 3.3, Aesthetics, Subsections 3.3-4.3 and 3.3-4.4.2 of the Draft EIR

> Chapter 4, Corrections and Additions, of the Final EIR

Project Features

PF-AES-1. Local Zoning Ordinances

All project components located on properties outside of existing Metro ROW and public ROW would adhere to local zoning ordinances.

PF-AES-2. Metro Design Standards

All project components, including, but not limited to track guideway, auxiliary facilities, and station (public and ancillary) facilities will be designed per the MRDC and consistent with the objectives of the Metro Art Program Policy, Metro's Transit Service Policies & Standards, Systemwide Station Design Standards Policy, and Standard/Directive Drawings, or equivalent. Landscaping and operational lighting will also be installed consistent with these design standards.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these aesthetics impacts would be less than significant.

5.10. AIR QUALITY

The project would have a less than significant impact related to air quality with respect to the following significance thresholds:

> Would the project conflict with or obstruct implementation of the applicable air quality plan? (Impact 3.4-4.1)

- Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Impact 3.4-4.2)
- Would the project expose sensitive receptors to substantial pollutant concentrations? (Impact 3.4-4.3)
- Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Impact 3.4-4.4)

Impacts

Impact 3.4-4.1: Conflict with Air Quality Plans During Construction

Maximum daily emissions during construction of the Hawthorne Option would be below applicable South Coast Air Quality Management District (SCAQMD) mass daily thresholds screening levels.

As part of Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance), construction would adhere to Metro's Green Construction Policy for off-road equipment, generators, and on-road trucks. As part of Project Feature PF-AQ-2 (SCAQMD Rule 403 Compliance), construction would implement BMPs identified in SCAQMD Rule 403 to control and minimize fugitive dust. As part of Project Feature PF-AQ-3 (Metro Moving Beyond Sustainability Strategic Plan Compliance), construction would follow Metro's sustainability commitments, including renewable diesel requirements and opportunities to decarbonize fuel sources at construction sites. These project features reflect Metro's standard policies and practices and provide part of the substantial evidence supporting the conclusion that daily construction emissions would remain below applicable thresholds.

In addition, all heavy-duty trucks would comply with California Air Resources Board (CARB) Airborne Toxic Control Measure (ATCM) 2485—which limits the idling of vehicles to no more than five minutes in any particular location to reduce diesel emissions—and the Truck and Bus Regulation. Compliance with these requirements provide further evidence that maximum daily regional and localized emissions would remain below the applicable mass daily thresholds developed by the SCAQMD.

Construction would not introduce new growth in population or housing to the RSA. The project is programmed in the Southern California Association of Governments (SCAG) Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as a financially constrained project under the listing "Green Line South Bay Extension" (RTP ID 1TR1001), meaning that its implementation has been accounted for in the federally approved transportation conformity determinations for those planning documents.

Therefore, construction of the project would result in a less than significant impact related to air quality plan consistency.

Impact 3.4-4.1: Conflict with Air Quality Plans During Operations

The Hawthorne Option would reduce on-road VMT associated with increased transit ridership, offsetting approximately 42,951 VMT relative to 2042 without project conditions on a daily basis through the displacement of passenger vehicle trips. The expansion of high-quality transit infrastructure and reduction of VMT that would occur with implementation of the project are key objectives of the SCAG RTP/SCS and would have a beneficial effect on air quality.

Project operations would not introduce new permanent growth in population or housing to the South Coast Air Basin (SCAB) or SCAG region. The extension of the light rail corridor would result in a marginal

increase in regional electricity demand but would not require the expansion of Southern California Edison (SCE) capacity or substantial changes to its existing electrical infrastructure. The project is programmed in the financially constrained projects list in the Connect SoCal 2020–2045 RTP/SCS. Long-term operation of the project beginning in 2031 would not compromise the validity of the growth projections incorporated into the 2016 Air Quality Management Plan (AQMP) or the Connect SoCal 2020–2045 RTP/SCS. Therefore, operation of the project would result in a less than significant impact related to air quality plan consistency.

It should be noted that since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. The guiding policies, strategies, and regional planning assumptions in Connect SoCal 2024 are materially similar to those in the prior 2020-2045 RTP/SCS and continue to support development of high-capacity transit infrastructure, such as the project. (See Memorandum re: Regional Transportation Plan/Sustainable Communities Strategies Comparison, October 2025). Therefore, the project remains consistent with the RTP/SCS, including Connect SoCal 2024's emphasis on expanding transit, reducing VMT, and supporting compact, infill development.

Impact 3.4-4.2: Cumulative Net Increase of Criteria Pollutants During Construction

The RSA is currently designated as nonattainment for the National Ambient Air Quality Standards (NAAQS) for ozone (O_3), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) and is designated nonattainment for the California Ambient Air Quality Standards (CAAQS) for O_3, particulate matter less than 10 microns in diameter (PM_{10}), and $PM_{2.5}$. CEQA requires that projects demonstrate that they will not generate emissions in excess of the air quality significance thresholds for O_3 precursors (volatile organic compounds [VOC] and NO_X) and PM_{10} and $PM_{2.5}$ to substantiate that they would not adversely contribute to the attainment of the air quality standards. Construction would not generate emissions in excess of any applicable SCAQMD regional-scale mass daily threshold established for the purpose of screening projects with less than significant air quality impacts. These emissions would also be considered less than significant at the cumulative level. Therefore, construction would result in a less than significant impact related to a cumulatively considerable net increase in emissions of O_3 precursors or particulate matter.

With respect to SCAG's adoption of its 2024-2050 RTP/SCS, Connect SoCal 2024, the travel demand modeling and growth forecasts used in the Draft EIR to reflect incremental population and employment growth in the study area and surrounding region remain valid for evaluating cumulative impacts. The differences between Connect SoCal 2024 and the Connect SoCal 2020-2045 RTP/SCS are not substantial enough to alter the environmental conclusions of the Draft EIR. Accordingly, an updated analysis using Connect SoCal 2024 as the basis for cumulative conditions is not required, as the results and findings would not be substantially different than what is presented in the Draft EIR.

Impact 3.4-4.2: Cumulative Net Increase of Criteria Pollutants During Operations

Operation of the Hawthorne Option would not introduce a substantial permanent source of emissions to the RSA and would provide air quality benefits by replacing passenger vehicle trips with transit ridership. With a VMT reduction of 42,951 under the C-2 Operating Plan, the Hawthorne Option would reduce air pollutant emissions as shown in Table 1.

Table 1. Hawthorne Option Operations Emissions Analysis – 2042

	Criteria Pollutants					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**

Daily Reduction in Emissions (lbs./day)	-0.6	-2.1	-53.4	-0.2	-5.7	-1.2

VOC = volatile organic compounds; NO_x = nitrous oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter

This would indirectly decrease regional emissions of O_3 precursors and particulate matter. Therefore, operation of the project would not result in a cumulatively considerable increase in nonattainment pollutant or precursor emissions, and this impact would be less than significant.

SCAG's adoption of the 2024-2050 RTP/SCS after the release of the Draft EIR does not alter the conclusions of the transportation cumulative impact analysis. Connect SoCal 2024 carries forward similar growth forecasts, land use patterns, and transportation priorities as the 2020-2045 RTP/SCS on which the EIR was based. (See Memorandum re: Regional Transportation Plan/Sustainable Communities Strategies Comparison, October 2025). Accordingly, the project remains consistent with applicable regional plans, and no new or more severe impacts would occur.

Impact 3.4-4.3: Pollutant Concentrations During Construction

As shown in Table 3.4-23 of the Draft EIR, the maximum daily emissions that would be generated by on-site sources during construction of the Hawthorne Option would not exceed the SCAQMD's localized significance threshold screening values during any individual phase or combination of activities. Therefore, construction of the Hawthorne Option would result in a less than significant impact related to criteria pollutant concentrations at nearby sensitive receptor locations. As part of Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance), all heavy-duty off-road equipment would be required to comply with the provisions of the Metro Green Construction Policy, which includes that engines meet Tier 4 emissions standards and use Level 3-equivalent diesel particulate filters, where feasible. Based on the requirements, maximum daily emissions of NO_X, carbon monoxide (CO), PM_{10}, and $PM_{2.5}$ generated at construction sites would remain below the applicable corresponding SCAQMD Localized Significance Threshold screening values for all individual and combined activities analyzed. PF-AQ-1 also requires that all diesel-fueled off-road equipment would be required to have engines meeting Tier 4 emissions standards, which would substantially reduce emissions of diesel particulate matter and other toxic gases. Additionally, all off-road equipment would be required to limit idling to no more than five minutes to minimize excess emissions and would be maintained in accordance with the optimal manufacturer specifications. Other construction BMPs would limit diesel particulate emissions from on-road trucks near construction sites. These features reflect Metro's standard construction policies and provide part of the substantial evidence supporting the conclusion that pollutant concentrations would remain below localized thresholds.

Therefore, construction of the Hawthorne Option would result in a less than significant impact regarding elevated concentrations of criteria pollutants and the occurrence of substantial toxic air contaminant concentrations at nearby sensitive receptor locations.

Impact 3.4-4.3: Pollutant Concentrations During Operations

No direct source of air pollutant emissions along the Hawthorne Option alignment would occur as the light rail cars, stations, and systems and signals would be electrically powered and connected to the electrical grid. Minor stationary sources would be associated with the use of landscaping equipment and sanitation service vehicle trips at station facilities. Operations would not involve a facility where a significant number of vehicles would dwell at nearby intersections.

Project operation would reduce daily regional VMT by approximately 42,951 miles relative to the 2042 without project conditions, thereby decreasing daily mobile source air toxics (MSAT) emissions throughout the RSA.

Regarding CO hot-spots, although the SCAB is designated as a maintenance area for CO, it is no longer a pollutant of concern in the region. As indicated in the CARB EMFAC model, CO emission rates would be substantially less in the future when the project opens, compared to 2003 when CO attainment was demonstrated in the AQMP. Therefore, there is no potential for CO emissions to result in an exceedance of air quality standards.

Although light rail operations would generate small amounts of dust due to braking friction and resuspended particulates, these emissions would not result in a substantial increase in localized PM concentrations along the alignment near residential receptors. Additionally, the proposed soundwalls would serve as a physical barrier between adjacent residences and uses and would reduce dust dispersion and deposition into the surrounding communities.

Therefore, operations would result in a less than significant impact related to criteria pollutant concentrations, toxic air contaminants, and CO hot-spots.

Impact 3.4-4.4: Adverse Other Emissions During Construction

Construction activities would not generate a substantial source of construction odors or visible dust plumes. Construction would result in temporary exhaust fumes through gasoline- or diesel-powered equipment and asphalt paving. Such emissions would occur intermittently, and associated odors would dissipate rapidly within the immediate vicinity of the work area. As part of Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance), construction would follow Metro's Green Construction Policy, including use of BMPs to address emissions from construction equipment, and would comply with SCAQMD Rule 402 (Nuisance) regarding odors and dust. PF-AQ-1 reflects Metro's standard construction policy and provides part of the substantial evidence supporting the conclusion that construction activities would not result in nuisance odors or visible dust plumes.

Therefore, construction of the Hawthorne Option would result in a less than significant impact related to public nuisance for odors or visible dust plumes.

Impact 3.4-4.4: Adverse Other Emissions During Operations

Operations would not involve a substantial source of odorous or particulate emissions that could cause public nuisances. Any unpleasant odors from transit operations would be subject to management under the odor complaint tracking system mandated by SCAQMD Rule 402 (Nuisance), which prevents nuisance odor conditions. With regards to the experience of future transit riders, Metro's heavy and light rail cars use high-efficiency air filters rated at MERV-8 or higher that recirculate air every two to four minutes. The onboard filtration systems would prevent the occurrence of persistent odors affecting future transit riders. As a result, operation of the project would have a minor, if any, impact with respect to odors. Therefore, the Hawthorne Option would result in a less than significant impact related to operational odors.

References in the Draft and Final EIR

- Section 3.4 Air Quality, Subsections 3.4-4-1, 3.4-4.2, 3.4-4.3, 3.4-4.4 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

PF-AQ-1. Metro Green Construction Policy Compliance

Following construction equipment requirements, construction BMPs and implementation strategies for all construction projects performed on Metro properties or rights-of-way.

> Construction equipment shall incorporate, where feasible, emissions-reducing technology such as hybrid drives and specific fuel economy standards.

> Maintain equipment according to manufacturer specifications.

> Idling of construction equipment and heavy-duty trucks shall be restricted to a maximum of five minutes when not in use (certain exceptions apply based on CARB exemptions).

> All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier-4 off-road emission standards at a minimum.

> All on-road heavy-duty trucks with a gross vehicle weight rating greater than or equal to 14,000 pounds must have engines meeting U.S. 2010 on-road emission standards.

> Where applicable and feasible, work with local jurisdictions to improve traffic flow by signal synchronization during construction activities.

> Use electric power in lieu of diesel power where available.

> Generators: every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Where access to the power grid is not available, on-site generators must:

- Meet a 0.01 gram per brake-horsepower-hour (g/bhp-hr) standard for PM; or,
- Be equipped with Best Available Control Technology (BACT) for PM emissions reductions.

> Inspections: Metro shall conduct inspections of construction sites and affected off-road and on-road equipment and generator as well as compliance with air quality rules.

> Records: Prior to Notice to Proceed (NTP) to commence construction and to be verified afterwards consistent with project contract requirements and through enforcement provisions above, the Contractor shall submit to Metro the following information for all construction equipment to be used on Metro properties or rights-of-way:

- A certified statement that all construction equipment used conform to the requirements specified above;
- A list of all the equipment and vehicles (i.e., off-road equipment, include the CARB-issued Equipment Identification Number) to be used;
- A copy of each Contractor's certified U.S. Environmental Protection Agency (USEPA) rating and applicable paperwork issued either by CARB, the SCAQMD, and any other jurisdiction that has oversight over the equipment.

PF-AQ-2. SCAQMD Rule 403 Compliance

Construction of the project would implement the following BMPs in compliance with SCAQMD Rule 403 – Fugitive Dust:

- Backfilling: Backfill material stabilization when actively handling or inactive and stabilize soil at completion of activity.
- Clearing/Grubbing: Maintain stability of soil through watering of site prior to, during, and after all clearing/grubbing activities.
- Cut and Fill: Pre-water soils prior to cut and fill activities using water trucks; stabilize soil during and after activities.
- Debris Hauling: All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.
- Demolition Activities: Prohibit demolition activities when wind speeds exceed 25 mph; apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.
- Disturbed Soil: Stabilize disturbed soil throughout the construction site by limiting vehicular traffic and disturbance on soil where possible and applying water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes (Rule 401 – Visible Emissions).
- Disturbed Surface Areas: Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface; apply water at three-hour intervals to at least 80% of the un-stabilized area.
- Earth-Moving Activities: Pre-apply water to depth of proposed cuts and reapply as necessary to maintain soils in a damp condition and to ensure that visible dust plumes do not exceed 100 feet in any direction.
- Importing/Exporting of Bulk Materials: Stabilize material with tarps or other suitable enclosures on trucks while loading/unloading to reduce fugitive dust emissions and maintain at least six inches of freeboard on haul vehicle; provide water during loading/unloading to prevent dust plumes.
- Staging Areas and Unpaved Roads: Stabilize surface areas and limit vehicle speeds to 15 miles per hour.
- Stockpiles/Bulk Material Handling: Stabilize stockpiled materials with intermittent watering and limit stockpiles to eight feet in height within 100 yards of off-site occupied buildings.
- Trenching: Stabilize surface soils with pre-watering where trencher or excavator and support equipment will operate; wash mud and soils from equipment at completion of activities.

PF-AQ-3. Metro Moving Beyond Sustainability Strategic Plan Compliance

Construction and operation of the project will adhere to the commitments established by the Metro Moving Beyond Sustainability Strategic Plan 2020, including, but not limited to the application of renewable diesel requirements for contractors and identify opportunities to decarbonize fuel sources at construction sites.

PF-AQ-4. Metro Rail Design Guidelines

The project will be designed in accordance with the MRDC and the Metro Systemwide Station Design Standards Policy, which includes the installation of high-efficiency light emitting diode (LED) lighting in all fixtures to reduce electricity consumption.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these air quality impacts would be less than significant.

5.11. GREENHOUSE GAS EMISSIONS

The project would have a less than significant impact related to GHG emissions with respect to the following significance thresholds:

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? (Impact 3.5-4.1)
- Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs? (Impact 3.5-4.2)

Impacts

Impact 3.5-4.1: Generate Greenhouse Gas Emissions During Construction

The amortized construction emissions over a 30-year operational project lifetime would be approximately 459.9 $MTCO_2e$.[1] Construction-related GHG emissions under the Hawthorne Option would be offset by the reductions in regional vehicle travel emissions within 10 years of operations. The magnitude of temporary construction-phase GHG emissions would not be sufficient to impede or delay the region's effort. Therefore, construction of the Hawthorne Option would not conflict with any relevant plan for reducing GHG emissions and would result in a less than significant impact during construction.

Impact 3.5-4.1: Generate Greenhouse Gas Emissions During Operations

Implementation of the Hawthorne Option under the C-2 Operating Plan would decrease regional on-road VMT by 42,951 daily miles through transportation mode shift, with an annual net GHG-emissions reduction of 1,871.18 $MTCO_2e$ in 2042 due to displaced on-road vehicle trips. Long-term operation of the project would advance state, regional, and local initiatives to reduce GHG emissions by providing alternative modes of transportation and creating an efficient, well-connected public transit network to serve surrounding communities. The project is consistent with CARB plans and policies to reduce GHG emissions from passenger vehicles by providing alternative transportation modes for both local and regional trips. Implementation of the project and other planned transportation and transit improvements in the region are critical to achieving the Senate Bill (SB) 375 regional per capita targets for light duty vehicles. Therefore, implementation of the Hawthorne Option would result in a less than significant impact related to the generation of GHG emissions.

Impact 3.5-4.2: Conflict With Emission Reduction Plans During Construction

Construction of the Hawthorne Option would temporarily generate GHG emissions associated with off-road equipment and on-road vehicle activities, and following completion of the light rail transit corridor, sources involved in construction activities would no longer produce emissions associated with the project. The cumulative nature of GHG emissions implicitly precludes the potential for short-term

[1] See Memorandum re: Vehicle Miles Traveled Correction to the C Line (Green) Extension to Torrance Project, October 2025.

emissions generated during construction to interfere with long-term GHG-emission-reduction targets established by state, regional, and local planning documentation. In accordance with SCAQMD guidance, the GHG emissions that would be generated during construction were amortized over a 30-year operational lifetime and considered in conjunction with the long-term operational effects of the project. Therefore, the Hawthorne Option is consistent with the SCAG RTP/SCS, and would result in a less than significant impact related to regional GHG reductions.

Impact 3.5-4.2: Conflict With Emission Reduction Plans During Construction

Implementation of the Hawthorne Option would directly contribute to the statewide efforts to reduce light-duty automobile VMT, inducing a daily displacement of approximately 42,951 light-duty vehicle miles. The project would provide an expansion of light rail transit service that would directly increase transit capacity, which would support the SCAG RTP/SCS' goal of improved accessibility and mobility relative to the future (2042) baseline condition. By enhancing connectivity to the regional transit network, the project would result in environmental benefits and would accommodate further strategies to reduce emissions at the community level. The project supports transportation efforts to reduce VMT and achieve GHG-emission-reduction targets outlined in the CARB Climate Change Scoping Plan and the SCAG Connect SoCal 2020–2045 RTP/SCS. By default, Metro will prioritize and ensure consistency with its own 2019 Climate Action and Adaptation Plan (CAAP) and 2020 Moving Beyond Sustainability Strategic Plan for all projects being implemented. At the local level, the Hawthorne Option would also comply with each corridor city's GHG-reduction plan to the extent feasible. Therefore, the project would result in a less than significant impact related to GHG plan and policy conflicts.

Since the release of the Draft EIR, SCAG has released and adopted its 2024-2050 RTP/SCS, Connect SoCal 2024. The guiding policies, strategies, and regional planning assumptions in Connect SoCal 2024 are materially similar to those in the prior 2020-2045 RTP/SCS and continue to support development of high-capacity transit infrastructure, such as the project. Therefore, the Hawthorne Option remains consistent with the RTP/SCS, including Connect SoCal 2024's emphasis on expanding transit, reducing VMT, and supporting compact, infill development.

References in the Draft and Final EIR

- Section 3.5 Greenhouse Gas Emissions, Subsections 3.5-4.1 and 3.5-4.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

None

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these GHG impacts would be less than significant.

5.12. GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES

The project would have a less than significant impact related to geology and soils with respect to the following significance thresholds:

- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking? (Impact 3.8-4.2)
- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction? (Impact 3.8-4-3)
- Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides? (Impact 3.8-4.4)
- Would the project result in substantial soil erosion or the loss of topsoil? (Impact 3.8-4.5)
- Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (Impact 3.8-4.6)
- Would the project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code[1], creating substantial direct or indirect risks to life or property? (Impact 3.8-4.7)

Impacts

Impact 3.8-4.2: Exposure to Strong Seismic Ground Shaking During Construction

Faults, such as the Palos Verdes and Newport-Inglewood Faults, which are the closest to the RSA are capable of producing earthquakes with magnitudes up to 7.7 and high ground accelerations.. The construction of the Hawthorne Option would involve the presence of construction workers at the site, thus increasing the potential risk of loss, injury, or death during a strong seismic event. However, given the intermittent and temporary nature of construction work and the relative rarity of strong seismic events in the region, the occurrence of strong seismic ground shaking during construction is unlikely. Therefore, construction of the Hawthorne Option would have a less than significant impact related to risk of loss, injury, or death involving strong seismic ground shaking.

Impact 3.8-4.2: Exposure to Strong Seismic Ground Shaking During Operations

The Hawthorne Option would be designed to accommodate the high seismic ground motion and associated consequences (such as liquefaction-induced vertical settlements/lateral spreading, if present). The structures would be designed to perform in accordance with the MRDC maximum design earthquake (MDE) and operating design earthquake (ODE) thresholds. As part of PF-GEO-1 (Metro Geotechnical Design Standards), site-specific geotechnical investigations would be performed in accordance with MRDC Section 5.6. The results of these investigations would be incorporated into the project's final design to address seismic demands and provide appropriate engineering solutions. Also, the project would comply with the latest applicable local and state building codes and regulations. PF-GEO-1 reflects Metro's established design standards and provides part of the substantial evidence supporting the conclusion that the project will be designed to withstand strong seismic ground shaking. Therefore, there would be a less than significant impact related to the risk of loss, injury, or death involving strong seismic ground shaking for the Hawthorne Option during operations.

Impact 3.8-4.3: Liquefication During Construction

The Hawthorne Option is not located within a liquefaction zone mapped by the California Geological Survey (CGS). However, shallow groundwater was recorded in the northern area of the project footprint based on the existing geotechnical data. Based on review of the historically highest groundwater levels at the site, the groundwater depth will be 30 feet below ground surface (bgs) or deeper. As part of

Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), site-specific geotechnical investigations would be performed during final design to verify the potential for liquefaction and to incorporate appropriate design enhancements, if needed, to address identified conditions. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that the Hawthorne Option would be designed to accommodate any liquefaction risk. Given the intermittent and temporary nature of construction work and the relative rarity of seismic events, the occurrence of seismic ground shaking resulting in liquefaction during construction of the project is unlikely. Therefore, risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, as a result of the construction of the Hawthorne Option is less than significant.

Impact 3.8-4.3: Liquefication During Operations

The Hawthorne Option would not involve any type of operational activities that would result in seismic-related ground failure, including liquefaction, during operation. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), the Hawthorne Option would be designed and constructed to meet Metro's seismic design criteria, incorporating site-specific geotechnical investigations and engineering measures to ensure structures are seismically resistant and capable of withstanding liquefaction and its effects during operation. PF-GEO-1 reflects Metro's established design standards and provides part of the substantial evidence supporting the conclusion that the project would be seismically resilient. Therefore, the Hawthorne Option would have a less than significant impact related to seismic related failures, including liquefaction during operation.

Impact 3.8-4.4: Landslides During Construction

The RSA is located in a relatively low relief area, and the nearest CGS-mapped landslide zone is over 1.5 miles west and south. Therefore, there is no mapped landslide potential for the Hawthorne Option. However, construction activities for embankments and retaining walls have the potential to temporarily destabilize the soils surrounding the RSA and could result in seismically induced slope failures. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), any permanent unretained and retained sloped areas within the RSA would be evaluated for geotechnical global stability under both static and seismic loading events in accordance with the MRDC. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that slopes would be designed and constructed to meet applicable stability standards. Given the intermittent and temporary nature of construction work and the relative rarity of seismic events, the occurrence of seismic ground shaking resulting in slope failure during construction of the project is unlikely. Therefore, the risk of loss, injury, or death due to landslides or seismically induced slope failures as a result of construction of the Hawthorne Option would be less than significant.

Impact 3.8-4.4: Landslides During Operations

The Hawthorne Option would not involve any operational activities that could directly or indirectly cause substantial adverse effects related to the risk of loss, injury, or death involving landslides. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), slope stability analyses for the operational configuration of the Hawthorne Option would be conducted and would account for all potential loading cases, including light train loads and earth pressures. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that slopes and associated structures would be designed and constructed to maintain stability during operation. Therefore, the risk of loss, injury, or death involving landslides or seismically

induced slope failures as a result of the operation of the Hawthorne Option would be less than significant.

Impact 3.8-4.5: Soil Erosion During Construction

Based on previous geotechnical data in the vicinity of the RSA, the surficial soils mainly consist of cohesionless coarse-grained soils that can be susceptible to erosion. Construction activities would disturb topsoil and, therefore, could result in topsoil erosion. As part of Project Features PF-GEO-1 (Metro Geotechnical Design Standards), site-specific investigations would inform design and construction methods that account for soil stability. In addition, PF-HWQ-1 (Stormwater Pollution Prevention Plan [SWPPP] Implementation per Construction General Permit and MS4 Permit), provides for development and implementation of a SWPPP, including BMPs for soil stabilization and sediment control, consistent with applicable permit requirements. These project features reflect Metro's established design and construction practices and provide part of the substantial evidence supporting the conclusion that erosion control measures would be in place throughout construction. Therefore, substantial soil erosion and loss of topsoil for the Hawthorne Option as a result of construction would be less than significant.

Impact 3.8-4.6: Unstable Geologic Units or Soils During Construction

The Hawthorne Option is not located within a CGS-mapped liquefaction zone. The project footprint is generally in a relatively low relief area, and the nearest CGS-mapped landslide zone is over 1.5 miles west and south. Based on prior studies and existing geotechnical data, there is a low potential for subsidence and naturally occurring collapsible soils within the project area. Therefore, the Hawthorne Option is not located on a geologic unit or soil that is unstable or would become unstable as a result of the project, and resulting impacts associated with unstable soils and their consequences are considered minimal. However, deep excavations for piles could encounter unconsolidated or water-saturated soils. Existing geotechnical investigations indicate that shallow groundwater was recorded in the northern portion of the project footprint. As part of PF-GEO-1 (Metro Geotechnical Design Standards), site-specific geotechnical investigations would be conducted during final design to assess the subsurface conditions and current groundwater depth. In accordance with PF-GEO-1, the results of these investigations would be incorporated into project design and construction, including evaluation of risks, such as landslides, lateral spreading, subsidence, liquefaction, and collapse, and use of appropriate engineering measures, such as deep foundations and ground improvements where necessary. PF-GEO-1 reflects Metro's established design standards and provides part of the substantial evidence supporting the conclusion that the Hawthorne Option would be designed to address any unstable soil conditions identified. Given the intermittent and temporary nature of construction work and the relative rarity of seismic events, the occurrence of seismic ground shaking resulting in liquefaction, lateral spreading, landslides, or seismically induced slope failures during construction of the project is unlikely. In addition, there is no evidence of groundwater pumping within or around the project footprint that could cause ground subsidence, although this would be confirmed and evaluated during the final design phase. Therefore, the construction impacts for Hawthorne Option would be less than significant on unstable soils as a result of landslides, lateral spreading, subsidence, liquefaction, or collapse.

Impact 3.8-4.6: Unstable Geologic Units or Soils During Operations

The project would not involve any activities during operation that could directly cause landslides, lateral spreading, subsidence, liquefaction, or collapse. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), site-specific geotechnical investigations would be conducted during final design to evaluate conditions such as slope stability, subsidence potential, liquefaction

susceptibility, and soil collapse. The findings of those investigations would be incorporated into the project's design and construction, with appropriate engineering measures applied where necessary to ensure long-term stability. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that the project will be designed and constructed to operate safely under expected geologic conditions. Therefore, landslides, lateral spreading, subsidence, liquefaction, or collapse would result in operational impacts for the Hawthorne Option that are less than significant.

Impact 3.8-4.7: Expansive Soils During Construction

Based on available geotechnical data from previous geotechnical investigations in the vicinity of the RSA, the upper approximately 10 feet of soils along the entire alignment consists mainly of cohesionless coarse-grained soils. These coarse-grained soils have low expansion potential. However, deeper excavations could encounter fine-grained soil with higher expansive potential. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), site-specific geotechnical investigations would be performed during final design to verify the presence of expansive soils, if any, and determine appropriate engineering responses as necessary. This could include measures such as removal and replacement of expansive soils or stabilization through lime or cement treatment, which would be incorporated into project construction as standard engineering practices. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that construction would be designed to address any expansive soils encountered. Therefore, the risk to life or property due to expansive soils during construction of the Hawthorne Option is less than significant.

Impact 3.8-4.7: Expansive Soils During Operations

Operation of the project would not be adversely affected by expansive soils. As part of Project Feature PF-GEO-1 (Metro Geotechnical Design Standards), the project would be underlain by non-expansive engineered soil fills and/or treated on-site fill soils, and would be designed in compliance with MRDC and the latest state and local building codes. PF-GEO-1 reflects Metro's established design requirements and provides part of the substantial evidence supporting the conclusion that the project will be designed to address expansive soil conditions. Therefore, the Hawthorne Option would result in less than significant impact as a result of operational activities.

References in the Draft and Final EIR

- Section 3.8, Geology, Soils, and Paleontological Resources, Subsections 3.8-4.2, 3.8-4.3, 3.8-4.4, 3.8-4.5.1, 3.8-4.6, and 3.8-4.7 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsection 5.2-13 Major-Topic Response MR-13: Soil Stability and Sinkholes, of the Final EIR

Project Features

PF-GEO-1. Metro Geotechnical Design Standards

Prior to construction, Metro will complete soil investigations, including examination of any potential sinkholes by the geotechnical engineer of record, to inform site-specific design and construction measures.

The project shall be designed and constructed per the MRDC. Key compliance sections of the MRDC relative to geology and soils are Section 5.3, Section 5.4, Section 5.6, and MRDC Section 5 Appendix, Metro Supplemental Seismic Design Criteria (SSDC). Section 5.6 of the MRDC provides detailed requirements for planning and conducting a geotechnical investigation, geotechnical design methodologies, and reporting. In accordance with the MRDC, geotechnical report recommendations shall be incorporated into the project plans and specifications. These recommendations shall be a product of final design and shall address potential subsurface hazards. In addition, Caltrans and the California Building Code (CBC) have independent design criteria for bridges, aerial structures and building structures, which shall be followed.

As noted in Section 3.8-1.2, SSDC outlined in the MRDC Section 5 appendix (Metro, 2017) recommends the seismic stability and potential permanent deformation of sloping ground or embankments supporting aerial guideway and bridges along the project be investigated. Investigations should include evaluation of the potential for ground liquefaction and related deformations. The evaluations and associated analyses shall be displacement-based leading to the determinations of potential lateral deformations of slopes or embankments and ground settlement. It is recommended that the total settlement and lateral ground deformations under ODE seismic events shall not be allowed to exceed two inches to allow for track re-leveling or re-alignment. Larger deformations may be allowed for MDE events on a case-by-case basis on approval by Metro.

The MRDC section also provides details on how the stability analysis of the slopes and embankments is to be performed. Two options are provided: (1) seismic coefficient approach for pseudo-static case or (2) slope displacement method. If the factor of safety is less than 1.1, then slope performance shall be evaluated using Method (2) where displacements are computed using Newmark time-history analyses.

Metro SSDC outlined in the MRDC Section 5 appendix provides guidance for liquefaction studies. If potentially liquefiable soils are identified along the project, liquefaction susceptibility shall be determined using the procedures documented in the American Association of State Highway and Transportation Officials-California Load and Resistance Factor Design Bridge Design Specifications. The liquefaction potential assessment should consider the impact of the following effects where liquefaction is judged to occur:

> Loss of strength of liquefied layers (post liquefaction residual strength)

> Flow failures, slope deformations

> Post liquefaction ground settlement

According to the SSDC, the displacement performance of slopes and embankments underlain by liquefied soils may be evaluated in a similar manner to non-liquefiable cases, except residual strengths of liquefied soils are used in analyses. The post-liquefaction settlement of liquefied soil layers may be determined using procedures documented by Tokimatsu and Seed (1987). The bridge and elevated rail structures located in liquefaction sites should be analyzed for non-liquefiable and liquefiable soil configurations. For the liquefiable condition, residual strengths of liquefied soil layers are used for lateral and axial deep foundation response analyses. For those sites where liquefaction related permanent lateral ground displacements are determined to occur, the effects on pile performance shall be evaluated. Down drag forces on piles due to post liquefaction settlement shall also be evaluated. If the above impact assessments yield unacceptable performance of the structures, appropriate measures shall be incorporated into the design.

As outlined in the MRDC Section 5.6, the geotechnical investigation should evaluate impacts related to potential settlement due to lowering of the groundwater table or excavation instability due to draining of perched groundwater during construction activities. Specific topics to be considered in the geotechnical investigation include the following:

- Selection of appropriate construction methodology that minimizes permanent changes to sub-surface drainage conditions or groundwater pressures.
- Installation of dewatering wells outside trench walls, sump pumps within the trench, deep secant pile walls to minimize excavation base instability, heaving of soils on the upgradient side of the trench, fluidization, and erosion.
- Identification of zones of relatively high permeability strata with high potential to excessive groundwater influx and recommend construction methodology and design technologies such as keying secant pile walls into lower permeability strata.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to geology and soils would be less than significant.

5.13. HAZARDS AND HAZARDOUS MATERIALS

The project would have a less than significant impact related to hazards and hazardous materials with respect to the following significance thresholds:

- Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Impact 3.9-4.1)
- Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Impact 3.9-4.2)
- Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Impact 3.9-4.3)
- Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Impact 3.9-4.4)
- Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Impact 3.9-4.7)

Impacts

Impact 3.9-4.1: Hazardous Materials Transport During Construction

Construction equipment may inadvertently drip small quantities of hazardous materials (e.g., fuel oil and grease) and contaminate soil. Excavation and demolition of existing bridges would require the removal, transport, and disposal of soil and bridge materials that have potentially been contaminated by various contaminants of concern. As part of PF-HHM-1 (Handling, Storage, and Transport of Hazardous

Materials and Wastes), hazardous materials management plans detailing BMPs consistent with federal and state regulations for transport, storage, and use, and cleanup. As part of Project Feature PF-HHM-2 (Demolition Plans), demolition plans would be prepared detailing the procedures for asbestos-containing materials (ACM), lead-based paint (LBP), polychlorinated biphenyls (PCB), treated wood waste (TWW), and universal waste encountered during demolition activities in accordance with federal and state regulations. As part of Project Feature PF-HHM-3 (Property Acquisition Phase II Site Investigation), Phase II site investigations, including testing for aerially deposited lead (ADL) pursuant to ASTM International standards, would be performed to determine the presence of hazardous materials in soil on sites to be acquired, with necessary corrective action completed under agency oversight in compliance with federal and state regulations.

Contaminated groundwater from off-site sources could be encountered where pile foundations are installed for elevated structures. As part of Project Feature PF-HHM-4 (Soil, Soil Vapor, and Groundwater Management Plans), soil and soil vapor management plans would be developed consistent with Metro and regulatory requirements. Contaminated soil, if any, would be disposed of at a permitted landfill per the specifications of Department of Toxic Substances Control (DTSC) or Regional Water Quality Control Board (RWQCB) or other agencies overseeing project construction. As part of Project Feature PF-HHM-5 (Disposal of Groundwater), Metro would consult with the RWQCB to comply with all discharge permits, including the National Pollutant Discharge Elimination System (NPDES) permit, if contaminated groundwater is encountered. These project features provide part of the substantial evidence supporting the conclusion that hazardous materials would be handled in compliance with applicable federal, state, and local regulations. Therefore, impacts related to the transport, storage, use, or disposal of hazardous materials during construction would be less than significant.

Impact 3.9-4.1: Hazardous Materials Transport During Operations

Operation of the project would involve the occasional use, storage, and disposal of hazardous materials that could include limited quantities of maintenance vehicle fuels, oils, transmission fluids, paints, solvents, cleaners, and pesticides. The light rail transit vehicles are to be electrically powered and, therefore, would not use hazardous materials, such as diesel or natural gas, as fuel. The project would not generate significant amounts of hazardous materials that would require routine transport, use, or dispose of hazardous materials or create conditions involving the release of hazardous materials into the environment. As part of Project Feature PF-HHM-1 (Handling, Storage, and Transport of Hazardous Materials and Wastes), Metro would prepare and follow a hazardous materials management plan consistent with applicable regulatory requirements, including BMPs for transport, storage, use, and cleanup. PF-HHM-1 reflects Metro's established operational requirements and provides part of the substantial evidence supporting the conclusion that hazardous materials associated with project operation would be managed in compliance with applicable regulations. Therefore, the Hawthorne Option would result in a less than significant impact related to routine transport, use, and disposal of hazardous materials during operation.

Impact 3.9-4.2: Release of Hazardous Materials into Environment During Construction

Oil and gas pipelines are located adjacent to the project corridor, and oil refineries are located near the southern end. Oil or gas could be released through spills during construction or rupture of a pipeline during construction, and such releases could pose potential fire and explosion hazards. At this phase of design, Metro has obtained as-built drawings from utility owners and developed preliminary plans for relocation or protect-in-place. To the greatest extent possible, pipelines and utilities would be protected in place during construction of the project, following all applicable safety regulations and utility owner

standards regarding necessary clearances. Consistent with the MRDC, Metro would continue to coordinate with utility owners in future phases of design and present preliminary relocation concepts for affected facilities. Prior to and during construction, Metro and its contractors would follow established utility protection protocols and construction techniques and procedures to prevent accidental damage to underground utilities. As part of Project Feature PF-US-1 (Utility Identification and Coordination), all oil and gas pipelines within the Metro ROW would be identified and marked on-site in coordination with the utility owners prior to ground-disturbing activities. Metro would conduct additional surveys and potholing as needed to verify the relocation plans, which would avoid any conflicts with pipelines during construction. Utility agreements would be finalized to ensure the designs are prepared by third-party utility owners, and the final design layouts would be confirmed or adjusted as needed based on field verification conducted prior to construction. Anticipated levels of ground-borne vibration during construction are below the levels at which damage to underground utilities could occur.

The construction of the elevated alignment would require piles with vertical subsurface disturbance. Drilling for deep foundations that involve substantial subsurface disturbance may inadvertently release the gas to the environment and public. There is one plugged and abandoned dry well hole within 200 feet of the Hawthorne Option, but the likelihood that the dry hole would lead to hazardous gas emissions are low, given the nature of the well. As part of PF-HHM-6 (Oil and Gas Wells), oil wells (including abandoned or suspected wells) within 200 feet of the alignment would be identified, inspected, and addressed in accordance with California Geologic Energy Management Division (CalGEM) standards and in coordination with the well owners.

Pile foundations for aerial structures could encounter potentially contaminated groundwater. As part of PF-HHM-4 (Soil, Soil Vapor, and Groundwater Management Plans) and PF-HHM-5 (Disposal of Groundwater), contaminated groundwater would be managed and disposed of in consultation with the RWQCB and in compliance with all applicable permits.

Other buried utilities could be disturbed during construction activities. Disturbance to the dry utilities could result in temporary interruptions of service, but would not cause the release of hazardous materials into the environment. Wet utilities, such as sewer lines or domestic water lines, if damaged, could release gray or black water and cause localized subsurface contamination. As part of PF-US-1, the contractor would coordinate with utility owners prior to construction and verify the location of existing utilities to avoid these conditions.

Together, these project features reflect Metro's established design and construction practices and provide part of the substantial evidence supporting the conclusion that utility-related hazards, including the potential release of hazardous materials during construction, would be effectively managed. Therefore, the impact would be less than significant.

Impact 3.9-4.2: Release of Hazardous Materials into Environment During Operations

Operation of the project would involve the occasional use and storage of routine detergents and cleansers for vehicle maintenance activities. There would also be potential for small quantities of fuels, oils, and transmission fluids to drip or spill from Metro support vehicles. Because only limited quantities of these materials would be stored and used on the project site, the potential for exposure of individuals to hazardous materials would be minimal. The project would not involve the use or storage of chemicals that have the potential to result in an off-site upset or accidental event.

Impact 3.9-4.3: Hazardous Materials Within Quarter-Mile of Schools During Construction

Several schools are located within one-quarter mile of the Hawthorne Option, including RK Lloyde Continuation High School, Centinela Valley Independent Study School, Environmental Charter High School, and the William Green Elementary School.

Demolition of older structures could release ACMs. As part of Project Feature PF-HHM-2 (Demolition Plans), demolition activities would be carried out under demolition plans specifying the procedures for ACMs, LBP, PCB, TWW, and universal waste, consistent with federal and state regulations. Excavation of soils within the RSA that may be contaminated with VOCs would be subject to proper handling and disposal requirements. The hazardous waste and hazardous materials plan prepared as part of PF-HHM-1 would address the handling and transport of hazardous materials in compliance with applicable regulations, including SCAQMD Rule 1166. In addition, as part of Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance), construction would comply with Metro's Green Construction Policy, including provisions for emissions controls and fugitive dust suppression.

Commercially available hazardous materials such as gasoline, brake fluids, coolants, and paints would also be used during construction. Standard equipment maintenance and good housekeeping practices would limit the potential for release. Any release of such substances, if it were to occur, would be localized and unlikely to pose a risk to nearby schools. Given the limited scale of these materials and the project components enacted as part of PF-HHM-1, PF-HHM-2, and PF-AQ-1, construction would not pose a risk to nearby schools.

Accordingly, construction of the Hawthorne Option would result in a less than significant impact related to the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.

Impact 3.9-4.4: Hazardous Material Sites During Construction

Table 3.9-3 and Table 3.9-2 (sites 1 and 4) of the Draft EIR lists recognized environmental condition (REC) sites within the Hawthorne Option RSA that may have potential subsurface contamination that could be implicated by the proposed construction. Construction activities such as grading, or any other ground-disturbing activities could encounter contaminants or interfere with ongoing remediation efforts. Construction at sites with existing contamination could also result in the generation of additional waste materials and could expose workers to hazardous materials.

Project-related effects of hazardous-waste-containing chemical compounds would generally be limited to areas where the RECs have been identified or unanticipated contamination at unknown releases. The individuals most at-risk would be construction workers, or others in the immediate vicinity during excavation, transportation, or storage of hazardous wastes, or during demolition and construction. The exposure pathways through which these individuals could be exposed include inhalation, ingestion, or dermal contact.

The contractor would be required to implement federal and state handling and disposal regulations. As part of Project Feature PF-HHM-1 (Handling, Storage, and Transport of Hazardous Materials and Wastes), contractors would prepare and follow a hazardous materials management plan consistent with applicable federal and state requirements. As part of PF-HHM-4 (Soil, Soil Vapor, and Groundwater Management Plans), construction management plans would be prepared to address the handling of contaminated materials if encountered, consistent with applicable regulatory requirements and standard BMPs. As part of PF-HHM-3 (Property Acquisition Phase II Site Investigation), Phase II site investigations would be completed prior to construction for the sites identified in Table 3.9-2 of the

Draft EIR, and the results would inform construction management plans for spoils in areas identified as contaminated. Additionally, as part of Project Feature PF-HHM-5 (Disposal of Groundwater), contaminated groundwater would be managed in consultation with regulatory agencies and in compliance with applicable permits. These project features reflect Metro's standard practices and contractor specifications and provide part of the substantial evidence supporting the conclusion that construction activities would comply with federal and state handling and disposal regulations for hazardous materials. Therefore, the Hawthorne Option would have a less than significant impact related to hazardous material sites during construction.

Impact 3.9-4.7: Interfere With Emergency Response Plans During Construction

As part of Project Feature PF-T-1 (Construction Traffic Management Plan), the contractor would prepare a CTMP addressing emergency access during construction. The CTMP would include street closure information, detour plans, haul routes, and a staging plan based on the nature and timing of specific construction activities at each of the construction sites. As PF-T-1 is a standard requirement of Metro projects, construction would be planned and coordinated to maintain emergency access and avoid conflicts with adopted emergency response or evacuation plans. Therefore, construction of the Hawthorne Option would result in a less than significant impact related to impairment of an adopted emergency response plan or emergency evacuation route.

Impact 3.9-4.7: Interfere With Emergency Response Plans During Operations

The light rail would be fully grade-separated from all roadways and, therefore, would not create closures of any crossings during operations. Therefore, operation of the Hawthorne Option would result in a less than significant impact to emergency response and evacuation plans.

References in the Draft and Final EIR

- Section 3.9, Hazardous Materials, Subsections 3.9-4.1, 3.9-4.2, 3.9-4.3, 3.9-4.4 and 3.9-4.7 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsection 5.2-7, Major Topic Response MR-7: Utility Relocation and Hazardous Materials Safety, of the Final EIR

Project Features

PF-HHM-1. Handling, Storage, and Transport of Hazardous Materials and Wastes

Prior to the start of construction, the contractor would provide Metro with a hazardous waste and hazardous materials management plan, such as a plan defined in Title 19 CCR, or a Spill Prevention, Control, and Countermeasure Plan. The plan will be completed to Metro contractor specifications and will comply with the State Water Resources Control Board (SWRCB) Construction Clean Water Act (CWA) Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and storage of hazardous materials during construction and operation. The plan will identify the responsible parties and outline procedures for hazardous waste and hazardous materials handling, storage, and transport. The excavation and transport of soils contaminated by heavy metals (e.g., lead) would be managed according to SCAQMD Rule 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants) and SCAQMD Rule 1166 (VOC emissions from Decontamination of Soil). The plan would also prescribe BMPs to follow to prevent hazardous material releases and for cleanup of any hazardous material releases that may occur. The transportation of hazardous materials and waste shall be conducted in accordance with the applicable regulations codified in 49 CFR Parts 101, 106, 107, and

171 to 180, including, but not limited to, those related to packaging, pre-transportation functions, transportation functions, and functions not subject to the requirements of the federal Hazardous Materials Regulations.

Additionally, the contractor would comply with applicable federal and state regulations regarding hazardous material handling and storage practices, such as the Resource Conservation and Recovery Act, Comprehensive Environmental Response, Compensation, and Liability Act, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act.

PF-HHM-2. Demolition Plans

Prior to the start of construction, the contractor would prepare demolition plans for the safe dismantling and removal of roadways, building components, and debris. The demolition plans would also include plans for testing and abatement procedures for asbestos-containing materials, lead-based paint, and polychlorinated biphenyls, as well as handling and disposal of treated wood waste, such as creosote and arsenic-treated railroad ties, and universal waste in accordance with federal and state regulations, including the 1994 Federal Occupational Exposure to Asbestos Standards, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), Title 22 CCR Division 4.5 (Hazardous Waste), the U.S. Department of Housing and Urban Development Lead- Based Paint Guidelines, and Title 40 of the Code of Federal Regulations Part 761.

PF-HHM-3. Property Acquisition Phase II Site Investigation

Consistent with Metro's standards, a Phase II site investigation would be conducted during the preliminary engineering phase on sites that would be acquired/utilized for the project to determine whether the suspected contamination had resulted in soil, groundwater, or soil vapor contamination exceeding regulatory action levels. Aerial deposited lead testing would be included as part of the Phase II site investigation. If the Phase II site investigation concludes that the site is contaminated, remediation or corrective action (e.g., removal of contamination, in-situ treatment, capping) would be conducted prior to or during construction under the oversight of federal, state, and/or local agencies (e.g., USEPA, DTSC, RWQCB, Los Angeles County) and in full compliance with current and applicable federal and state laws and regulations. Additionally, Voluntary Cleanup Agreements may be used for parcels where remediation or long-term monitoring is necessary. Generally, RECs, also known as sites of concern as identified in the Phase I Environmental Site Assessment (ESA), would be remediated by the property owner prior to acquisition of the property and construction on the site, depending on the arrangement negotiated during property acquisition.

PF-HHM-4. Soil, Soil Vapor, and Groundwater Management Plans

Prior to the start of construction, the contractor would retain a qualified environmental consultant to prepare a Soil Management Plan, Soil Reuse Management Plan, and/or a Soil, Soil Vapor, and Groundwater Management Plan. These plans would be completed to Metro's contractor specifications and submitted to Metro prior to any ground-disturbing activities for the Project.

The Soil and Soil Vapor Management Plan would establish provisions for the disturbance of contaminated materials (known and undocumented). Proper management and disposition of contaminated soils and gases would be determined in consultation with appropriate regulatory agencies and in accordance with applicable federal and/or state guidance (USEPA, DTSC, RWQCB, and other local agencies). The Soil Reuse Management Plan would establish provisions for the reuse of contaminated known or undocumented soils. Proper management and disposition of contaminated soils would be determined in consultation with appropriate regulatory agencies and in accordance with applicable

federal and/or state guidance (USEPA, DTSC, RWQCB, and other local agencies). Contaminated soil shall be disposed of at a permitted landfill per the specifications of DTSC or RWQCB or other agencies overseeing the project construction.

The Groundwater Management Plan would establish provisions for encountering and managing contaminated groundwater (known and undocumented). Proper disposal of contaminated groundwater would be determined in consultation with appropriate regulatory agencies and in accordance with applicable federal and/or state guidance (USEPA, DTSC, RWQCB, and other local agencies).

Where open or closed regulatory release cases are already managed by a regulatory agency (e.g., USEPA, DTSC, RWQCB) and construction involves plans to alter the use of the site and/or disturb contaminated soil and/or groundwater on-site, Metro would notify the regulatory agency of the planned land use changes prior to ground-disturbing activities at the location of the open or closed regulatory release site. The regulatory agency would determine the level of investigation and/or remediation (performance standards) necessary on a case-by-case basis. A closure or no further action determination letter from the regulatory agency would be obtained when investigation and/or remediation is complete.

PF-HHM-5. Disposal of Groundwater

If disposal of contaminated groundwater is required during construction, Metro would consult with the RWQCB, and the Project would comply with permits required by the RWQCB. The RWQCB may require a NPDES permit and/or WDR permit for dewatering and discharge activities. The County of Los Angeles Department of Public Works (LACDPW) would be contacted prior to discharging groundwater into their sewer or stormwater systems. The groundwater discharge and disposal requirements vary by agency, location, concentration, and contaminants of concern and are therefore developed in consultation with the agencies.

PF-HHM-6. Oil and Gas Wells

Prior to ground-disturbing activities, all oil wells (including abandoned or suspected wells) within 200 feet of the project would be identified, inspected, and addressed in accordance with the California Department of Conservation, CalGEM standards and in coordination with the well owners. Where the alignment cannot be adjusted to avoid well casings, CalGEM and a re-abandonment specialty contractor would be contacted to determine the appropriate method of re-abandoning the well. Oil well abandonment must proceed in accordance with California Laws for Conservation of Petroleum and Gas (1997), Division 3. Oil and Gas, Chapter 1. Oil and Gas Conservation, Article 4, Sections 3228, 3229, 3230, and 3232. The requirements include written notification to CalGEM, protection of adjacent property, and before commencing any work to abandon any well, obtaining approval by CalGEM. Abandonment work, including sealing off oil and gas bearing units, pressure grouting, etc., must be performed by a state-licensed contractor under the regulatory oversight and approval of CalGEM. If an unknown well is encountered during Project construction, the contractor will notify Metro, California OSHA, and CalGEM and proceed in accordance with state requirements.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to hazards and hazardous materials would be less than significant.

5.14. HYDROLOGY AND WATER QUALITY

The project would have a less than significant impact related to hydrology and water quality with respect to the following significance thresholds:

- Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (Impact 3.10-4.1)
- Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Impact 3.10-4.2)
- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would result in substantial erosion or siltation on- or off-site? (Impact 3.10-4.3)
- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Impact 3.10-4.4)
- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Impact 3.10-4.5)
- Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would impede or redirect flood flows? (Impact 3.10-4.6)
- Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Impact 3.10-4.7)
- Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Impact 3.10-4.8)

Impacts

Impact 3.10-4.1: Degrade Water Quality During Construction

Project construction could introduce chemicals and/or hazardous substances from construction equipment into surface waters and groundwater. Dust and erosion resulting from soil exposure and disturbance during construction could lead to sedimentation of stormwater, and existing contaminants in newly exposed and eroded soil could also degrade surface water quality and groundwater quality. Introduction of these substances to receiving waters could exacerbate existing water quality impairments or introduce new water quality impairments. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) Metro would prepare and implement

a SWPPP consistent with the Construction General Permit. The SWPPP would include BMPs for soil stabilization, sediment control, and pollution prevention to protect water quality during construction.

Construction of the Hawthorne Option would require deep excavation associated with the columns supporting the elevated alignment. Where excavation encounters groundwater, as identified through Phase II site investigations pursuant to PF-HHM-3, Project Feature PF-HWQ-2 (Groundwater Treatment and Discharge per RWQCB Waste Discharge Requirements for Construction Dewatering), provides that dewatered groundwater would be treated, if necessary, and discharged in accordance with RWQCB requirements. In addition, construction of the Hawthorne Option involves the permanent rerouting of two major storm drains and one minor storm drain crossing the alignment. While new routes are constructed, temporary disruption and rerouting of inflows has the potential to introduce pollutants to these inflows. However, Project Feature PF-HWQ-5 (Temporary Storm Drain Inflow Rerouting), provides that stormwater inflows temporarily rerouted during construction would be captured, treated (if required), and discharged consistent with waste discharge requirements detailed in the MS4 Permit.

These project features reflect Metro's standard construction practices and regulatory compliance obligations and provide part of the substantial evidence supporting the conclusion that construction activities will be managed to meet applicable water quality requirements. Therefore, the Hawthorne Option would have a less than significant impact during construction related to violation of water quality standards or discharge requirements or to degradation of water quality.

Impact 3.10-4.1: Degrade Water Quality During Operations

Operation of the project would increase impervious surfaces and human presence in the area, which could introduce new or exacerbate existing surface water quality impairments. Potential sources of water quality effects include sedimentation from runoff on new impervious surfaces; nitrates from landscape fertilizing; and trash, debris, or bacteria from increased human activity. As part of Project Feature PF-HWQ-6 (Low Impact Development [LID] BMPs per Regional Requirements), the Hawthorne Option would be designed with LID measures sized to retain the stormwater quality design volume (SWQDv) on-site in accordance with regional requirements. Retained stormwater would infiltrate on-site only after being managed through LID BMPs, ensuring that infiltration does not degrade groundwater quality. PF-HWQ-6 also provides for continued maintenance of existing catch basins to prevent debris and trash from entering storm drains. These features reflect Metro's standard design requirements for stormwater management.

Project operation would not involve direct contact with groundwater. PF-HWQ-6 provides part of the substantial evidence supporting the conclusion that stormwater runoff would be managed consistent with applicable regulatory requirements. Therefore, the Hawthorne Option would have a less than significant impact during operation related to violation of water quality standards or discharge requirements or to degradation of water quality.

Impact 3.10-4.2: Decrease Groundwater Supplies During Construction

Construction of the project would not substantially interfere with groundwater supplies or groundwater recharge. Construction would require some water for activities like dust control and concrete mixing; this water would be sourced from local utility lines that may depend on groundwater for a portion of their water supply. However, the water needed for construction would be extremely minimal and temporary and would not substantially decrease groundwater supplies.

Construction may also require groundwater dewatering during excavation activities. As part of Project Feature PF-HWQ-2 (Groundwater Treatment and Discharge per RWQCB Waste Discharge Requirements

for Construction Dewatering), dewatered groundwater would be discharged in a pre-approved location consistent with RWQCB requirements. The volume of groundwater potentially requiring dewatering would be small relative to the overall size of the West Coast Subbasin, and because the water would be discharged within or close to the RSA, it would ultimately recharge the subbasin. Further, detention basins considered for implementation on-site under PF HWQ-6 (LID BMPs per Regional Requirements) would retain runoff and allow infiltration, thereby helping recharge groundwater supplies. These project features reflect Metro's standard construction and design practices and provide part of the substantial evidence supporting the conclusion that construction of the Hawthorne Option would not cause a substantial decrease in groundwater supplies or interfere with groundwater recharge. Therefore, the impact would be less than significant.

Impact 3.10-4.2: Decrease Groundwater Supplies During Operations

Operational water usage primarily involves routine cleaning of equipment within the above- or at-grade (south of 190th Street) alignment. This water would be sourced from local utility lines that may depend on groundwater for a portion of their water supply. Proposed water uses for construction and operation would be minimal compared to the basin's overall annual demand. The Hawthorne Option would increase the percentage of impervious surfaces within the permanent footprint, (from 23% existing to 43% proposed), as discussed in Section 3.10-4.2.2 of the Draft EIR. This increase in impervious surfaces would reduce the total amount of pervious areas capable of groundwater recharge. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the Hawthorne Option would incorporate LID measures designed to retain the SWQDv on-site, supporting infiltration and groundwater recharge. These project features reflect Metro's standard design practices and provide part of the substantial evidence supporting the conclusion that most stormwater generated on-site during operation would be retained for infiltration, and overall, operational water use would be minimal relative to basin supplies. Therefore, operation of the Hawthorne Option would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, and the impact would be less than significant.

Impact 3.10-4.3: Substantial Erosion During Construction

Construction of the Hawthorne Option would not result in substantial drainage pattern alteration such that erosion or siltation occurs. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) a SWPPP would be prepared and implemented with various best management practices to prevent erosion and siltation (e.g., sedimentation), as well as reduce stormwater runoff velocity, thereby limiting its capacity to result in erosion and siltation on- or off-site., including in sumps. The alignment column foundations would require two major storm drains running parallel to the alignment and one minor storm drain crossing the alignment to be rerouted. However, Project Feature PF-HWQ-5 (Temporary Storm Drain Inflow Rerouting) provides for collection and rerouting of inflows in a manner that avoids erosion or siltation impacts. These project features reflect Metro's standard construction and water quality practices and provide part of the substantial evidence supporting the conclusion that drainage patterns during construction would be managed consistent with applicable requirements. Thus, the Hawthorne Option would result in a less than significant impact during construction related to erosion or siltation.

Impact 3.10-4.3: Substantial Erosion During Operations

The Hawthorne Option would increase the percentage of impervious surfaces within the permanent footprint (from 23% existing to 43% proposed). As part of Project Feature PDF-HWQ-6 (LID BMPs per Regional Requirements), the Hawthorne Option would incorporate LID measures designed to retain the SWQDv on-site, supporting infiltration and reducing uncontrolled runoff. This project feature reflects

Metro's standard operational stormwater practices and provide part of the substantial evidence supporting the conclusion that drainage patterns during operation would be managed consistent with applicable requirements. Thus, there would be a less than significant impact during operations related to erosion or siltation.

Impact 3.10-4.4: Surface Runoff During Construction

Project excavation, equipment laydown, and other ground-disturbing activities could alter the existing drainage pattern within the project footprint and concentrate or redirect surface runoff such that flooding occurs on- or off-site. In addition, construction would involve temporary disruption and rerouting of drainage collected by three existing storm drains, which could result in flooding on or offsite. However, as part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) construction would be conducted under a SWPPP with measures for soil stabilization, sediment control, and stormwater management consistent with permit requirements. These measures would manage runoff in a way that limits potential for localized flooding on- or off-site. Where storm drain inflows are temporarily rerouted during construction, Project Feature PF-HWQ-5 (Temporary Storm Drain Inflow Rerouting) provides for their capture, treatment if necessary, and discharge consistent with applicable requirements. These project features reflect Metro's standard construction and water quality practices and provide part of the substantial evidence supporting the conclusion that surface runoff during construction would be managed consistent with applicable regulatory requirements. Thus, the Hawthorne Option would result in a less than significant impact related to flooding during construction.

Impact 3.10-4.4: Surface Runoff During Operations

The Hawthorne Option would increase impervious surfaces compared to existing conditions, which could affect surface runoff and contribute to localized flooding if unmanaged. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the Hawthorne Option would incorporate LID measures designed to retain the SWQDv on-site in accordance with regional requirements. These project features reflect Metro's standard operational stormwater practices and provide part of the substantial evidence supporting the conclusion that the project would not exceed stormwater drainage system capacity or generate additional polluted runoff. Thus, the Hawthorne Option would result in a less than significant impact related to flooding during operation.

Impact 3.10-4.5: Stormwater Drainage Capacity During Construction

Construction activities such as excavation, equipment laydown, and other ground-disturbing activities could temporarily alter drainage patterns within the project footprint and concentrate or redirect surface runoff. These temporary alterations could increase volumes or flow rates and, if unmanaged, potentially exceed the capacity of the stormwater drainage system or introduce additional sources of polluted runoff. Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) provides for stormwater BMPs that limit stormwater runoff velocity and control erosion and sedimentation during construction. As part of Project Feature PF-HWQ-5 (Temporary Storm Drain Inflow Rerouting), any temporary rerouting of storm drain inflows would be designed consistent with the RWQCB Basin Plan water quality requirements and in a manner that maintains stormwater drainage system capacity. With these standard construction practices in place, the Hawthorne Option would result in a less than significant impact during construction related to stormwater drainage system capacity or generation of additional polluted runoff.

Impact 3.10-4.5: Stormwater Drainage Capacity During Operations

Operation of the Hawthorne Option would not result in substantial drainage pattern alteration such that runoff exceeds stormwater drainage systems or additional sources of polluted runoff are generated. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the SWQDv would be retained on-site, thereby minimizing the potential for excessive and/or polluted runoff to enter storm drains. Retainment of most stormwater runoff within the Hawthorne Option footprint via LID BMPs, as well as maintaining the same or similar existing storm drain discharge locations, reduces the potential for exceeding stormwater drainage systems or generating sources of additional polluted runoff. Thus, the impact of project operation relating to the addition of impervious surfaces in a manner which would exceed stormwater drainage system capacity or substantially add sources of polluted runoff would be less than significant.

Impact 3.10-4.6: Redirect or Impede Floodflows During Construction

Project construction would not result in substantial drainage pattern alteration such that flood flows are impeded or redirected. A very small portion of the project's temporary footprint (south of 190th Street) is located within a 100-year flood zone. As part of Project Feature PF-HWQ-8 (City of Torrance Flood Zone Requirements), construction within this area would comply with the City of Torrance's flood hazard requirements, which establish permitting, administration, and construction standards designed to reduce potential run-ins with flood waters. Further, major excavation for piles and foundations associated with the elevated segment of the alignment would not introduce new flood risk given the distance from existing flood zones and from large drainage features Therefore, construction would not impede or redirect flood flows. These requirements reflect existing City code and Metro's standard construction practices, and they provide part of the substantial evidence supporting the conclusion that flood flows would not be impeded or redirected. Thus, construction of the Hawthorne Option would result in a less than significant impact regarding flood flows.

Impact 3.10-4.6: Redirect or Impede Floodflows During Operations

Operations would not result in substantial drainage pattern alteration such that flood flows are impeded or redirected. The new alignment would operate elevated above the existing roadway rights-of-way, and it would therefore not introduce a new flood risk. Thus, operations would not result in substantial drainage pattern alteration which would impede or redirect flood flows, and the impact would be less than significant.

Impact 3.10-4.7: Inundation During Construction

Construction would not risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone. South of 190th Street, a very small portion of the temporary footprint is located within a 100-year flood zone, which would be for a temporary construction easement for the removal of an existing spur track. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit), BMPs would be implemented to manage stormwater and prevent the release of pollutants, including in the unlikely event of localized flooding. In addition, as part of Project Feature PF-HWQ-8 (City of Torrance Flood Zone Requirements), construction within mapped flood zones would comply with the City of Torrance's established requirements for construction within flood hazard areas, designed to reduce potential run-ins with flood waters. These project features reflect existing regulatory requirements and Metro's standard construction practices, and they provide part of the substantial evidence supporting the conclusion that inundation during construction would not result in pollutant release. Therefore, construction would not risk the release of pollutants in flood hazard, tsunami, or seiche zones, and the impact would be less than significant.

Impact 3.10-4.7: Inundation During Operations

Operations would not risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone. No portions of the permanent project footprint would be located within the 100-year flood zone. As part of PF-HWQ-6 (LID BMPs per Regional Requirements), the project's design would incorporate LID measures to retain the SWQDv, thereby ensuring that the majority of stormwater is managed within the project footprint. This design feature reflects Metro's standard operational stormwater practices and provides part of the substantial evidence supporting the conclusion that operations would not risk the release of pollutants due to flood hazard, tsunami, or seiche zones. Therefore, the impact would be less than significant.

Impact 3.10-4.8: Conflict with Water Quality Plan During Construction

Project construction would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. A groundwater sustainability plan has not been developed for the West Coast Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin, as it is considered a "very low priority" by the state. Therefore, project construction would not conflict with a sustainable groundwater management plan. The RWQCB Basin Plan (e.g., water quality control plan) pertinent to the RSA includes beneficial uses, water quality objectives, and waste discharge requirements designed to protect surface water and groundwater quality within the region. As part of Project Features PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) and Project Feature PF-HWQ-2 (Groundwater Treatment and Discharge per RWQCB Waste Discharge Requirements for Construction Dewatering), the project incorporates measures that ensure compliance with applicable regulatory requirements for construction stormwater management and groundwater handling. These design features reflect Metro's standard construction practices and provide part of the substantial evidence supporting the conclusion that construction would be consistent with the Basin Plan. Therefore, construction of the project would not conflict with implementation of the Basin Plan, and the impact would be less than significant.

Impact 3.10-4.8: Conflict with Water Quality Plan During Operations

A groundwater sustainability plan has not been developed for the West Coast Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin; therefore, project operation would not conflict with a sustainable groundwater management plan. The RWQCB Basin Plan (i.e., water quality control plan) pertinent to the RSA includes beneficial uses, water quality objectives, and waste discharge requirements designed to protect surface water and groundwater quality within the region. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the project will incorporate LID BMPs consistent with Metro's design criteria and regional MS4 permit requirements, including measures to retain the SWQDv on-site and maintain catch basins to prevent debris and trash from entering storm drains. This would protect surface water and groundwater quality and help ensure compliance with beneficial uses and water quality objectives for surface water and groundwater within the region. These features provide part of the substantial evidence supporting the conclusion that runoff during operation would be managed consistent with applicable Basin Plan requirements. Therefore, operation of the Hawthorne Option would not conflict with implementation of the Basin Plan, and the impact would be less than significant.

References in the Draft and Final EIR

> Section 3.10, Hydrology and Water Quality, Subsections 3.10-4.1, 3.10-4.2, 3.10-4.3, 3.10-4.4, 3.10-4.5, 3.10-4.6, 3.10-4.7, and 3.10-4.8 of the Draft EIR

> Chapter 4, Corrections and Additions, of the Final EIR

Project Features

PF-HWQ-1. SWPPP Implementation per Construction General Permit and MS4 Permit

Construction of the project would disturb greater than one acre of ground surface and is thus subject to the Construction General Permit SWPPP requirements. The SWPPP would include BMPs designed to prevent impacts to water quality from occurring during construction. BMPs included would be the minimum BMPs required by the MS4 Permit for all construction sites and additional BMPs determined necessary by the SWPPP developer. BMPs designed to prevent the introduction of chemicals, trash, and/or hazardous substances into waters may include but are not limited to fueling equipment offsite, secondary containment, drip pans, spill response plans, and designed waste receptacles on site. BMPs designed to prevent erosion, prevent sedimentation, and slow and capture runoff on the construction site may include but are not limited to stabilized construction entrances/exits, fiber rolls, silt fences, sandbags, water application for dust control, check dams, drainage inlet protections, infiltration basins, and hydroseeding. BMPs would be implemented before, during, and/or immediately after construction.

PF-HWQ-2. Groundwater Treatment and Discharge per RWQCB Waste Discharge Requirements for Construction Dewatering

Per the requirements of the RWQCB Waste Discharge Requirements for Construction Dewatering, dewatered groundwater would be treated if necessary and then discharged in a pre-approved location specified by said requirements.

PF-HWQ-5. Temporary Storm Drain Inflow Rerouting

Hawthorne Option construction would involve the permanent rerouting of two major storm drains running parallel to the alignment and one minor storm drain crossing the alignment. While these new permanent storm drain routes are constructed, temporary rerouting of inflows would be necessary during Hawthorne Option construction.

For the Hawthorne Option, stormwater inflows would be captured, treated (if necessary), rerouted around the construction site, and discharged into the existing storm drain system. Treatment and discharge of storm drain inflows to the existing storm drain system would be conducted per RWQCB Basin Plan water quality requirements.

PF-HWQ-6. LID BMPs per Regional Requirements

The operational design of the project would include LID BMPs designed to retain the SWQDv on site per regional LID requirements. Examples of potential LID BMPs that may be implemented include but are not limited to increasing runoff's flow path length of travel and providing on-site detention basins for retainment and infiltration. Additional runoff (beyond the SWQDv) would continue to be discharged via new or existing tie-ins to the existing stormwater drainage system. In elevated portions of the alignment, runoff would be collected by down drains. Discharge locations of underdrains installed along the project would be the same as existing discharge locations. Rerouted storm drains under the Hawthorne Option would be discharged to the same or similar discharge points as existing conditions. Existing catch basins on adjacent storm drains would be retained during operation to prevent debris and trash from entering the stormwater drainage system.

PF-HWQ-8. City of Torrance Flood Zone Requirements

A small portion of the project temporary footprint would be located within the 100-year flood zone, where a temporary construction easement would be needed for removal of an existing spur track. Construction in this area would be required to comply with Division 7, Chapter 9 of the Torrance City Code, titled "Flood Hazard Insurance." This section establishes a development permit process for flood hazard areas, designates a floodplain administrator for the City, and establishes standards for construction within flood hazard areas.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to hydrology and water quality would be less than significant.

5.15. UTILITIES AND SERVICE SYSTEMS

The project would have a less than significant impact related to utilities and service systems with respect to the following significance thresholds:

- Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (Impact 3.11-4.1)
- Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Impact 3.11-4.2)
- Would the project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Impact 3.11-4.3)
- Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Impact 3.11-4.4)

Impacts

Impact 3.11-4.1: Expansion of Utility Facilities During Construction

The Hawthorne Option would require the relocation of certain utilities, such as water and power lines, which could potentially result in environmental effects related to construction and the temporary disruption of services, including construction emissions and disrupting roadway circulation. No publicly owned oil or gas facilities are identified to be relocated. Existing telecommunication facilities would be protected in place. As part of Project Feature PF-US-1 (Utility Identification and Coordination), Metro would verify the locations of existing utilities, conduct field investigations, and develop layouts to address required separations and any relocations. In addition, as part of Project Feature PF-US-2 (Service Interruption Notification), the construction contractor would coordinate with utility and service providers to minimize service disruptions, provide temporary connections where needed, and notify the public of anticipated service interruptions, if any.

The Hawthorne Option likely requires modifications to existing storm drain infrastructure, including the relocation of 26 pieces of existing storm drainage infrastructures. Additionally, 20 pieces of power distribution infrastructure would likely be required to be relocated during construction, including overhead powerlines and two sets of overhead transmission lines. Further, five pieces of telecommunication infrastructure would likely be required to be relocated. Pursuant to PF-US-1, if relocations are required, the construction contractor would verify the locations of existing utilities potentially affected by construction activities and determine specific relocation and setback, and pursuant to PF-US-2, the construction contractor would develop a construction plan which minimizes interruptions to utilities services to the greatest extent feasible and notify the public if/when interruptions may occur. Stormwater management during construction would also occur as part of Project Features PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit), PF-HWQ-4 (Trench Construction Runoff Collection and Treatment) and PF-HWQ-5 (Temporary Storm Drain Inflow Rerouting), ensuring that the existing storm drain capacity is not exceeded.

Project construction has no potential to require new or expanded electric power, natural gas, oil, or telecommunication facilities. Minimal electricity would be used to power field offices for the construction contractor. Minimal electricity would be used to power contractor field offices.

The project features described above reflect Metro's established utility coordination, service notification, and stormwater practices and provide part of the substantial evidence supporting the conclusion that construction would not result in significant impacts related to water, stormwater drainage, electric, natural gas and oil, or telecommunications facilities. Therefore, the impact would be less than significant.

Impact 3.11-4.1: Expansion of Utility Facilities During Operations

The Hawthorne Option would not involve a significant long-term, permanent source of water use or wastewater generation. The Hawthorne Option would increase impervious surface areas, resulting in a potential increase in stormwater runoff during operations. However, as part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the Hawthorne Option would incorporate LID measures designed to retain the SWQDv on-site, limiting the potential for additional demand on stormwater facilities. Electricity would be provided to the light rail line by TPSS units and to stations by traditional distribution connection facilities (e.g., power poles, underground wires, transmission lines, and distribution lines). The project would require 7,829,000 kWh (7,829 MWh) of annual electricity use to power the extension. To offset electricity consumption levels across the Metro rail system, Metro constructed photovoltaic installations in 2018, which generated 2.9 million kWh in 2018; additional photovoltaic systems to generate renewable energy are expected in the future. The electrically powered transit line would not use oil or natural gas. It is not anticipated that natural gas would be utilized to maintain or store trains at the existing facility. There would be no potential for the project to require new or expanded natural gas or oil facilities or to interfere with telecommunication facilities. Therefore, the Hawthorne Option would have a less than significant impact during operation related to utility facilities.

Impact 3.11-4.2: Sufficient Water Supplies During Construction

Construction of the Hawthorne Option would not require substantial consumption of potable water. Water use would occur primarily related to water trucks required for dust control. This short-term use would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Therefore, construction of the Hawthorne Option would result in a less than significant impact related to water supplies.

Impact 3.11-4.2: Sufficient Water Supplies During Operations

The project does not include a significant long-term, permanent source of water use. The project would not construct station restroom facilities nor a new minimal storage facility. Some water use may be needed to clean stations or wash trains. This minimal water use would not interfere with the existing and planned capacity of water facilities. In addition, station perimeters would include drought-tolerant landscaping requiring nominal amounts of water consumption. There is no potential for the project to interfere with regional water supply services. Therefore, operations of the Hawthorne Option would result in a less than significant impact related to water supplies.

Impact 3.11-4.3: Wastewater Treatment Capacity During Construction

The Hawthorne Option would generate wastewater during construction through the use of temporary worker restrooms and limited construction uses. Any wastewater generated during construction would be transported to wastewater facilities via vacuum service trucks. The Sanitation Districts of Los Angeles County operates the Joint Water Pollution Control Plant (JWPCP) that serves the entire South Bay community as well as communities located as far east as Pomona and as far north as La Cañada Flintridge for wastewater treatment. Wastewater generated by temporary worker restrooms for construction of the Hawthorne Option would represent a negligible proportion of the daily wastewater processed by the JWPCP, and the facility is anticipated to have adequate capacity to serve the project. Therefore, construction of the Hawthorne Option would result in a less than significant impact related to wastewater treatment capacity.

Impact 3.11-4.4: Solid Waste Capacity During Construction

Construction of the Hawthorne Option would generate solid waste related to discarded construction material. Construction of the Hawthorne Option is estimated to excavate approximately 67,600 CY of soil, most of which would be reused onsite as fill. Approximately 450 CY (approximately 730 tons) of soil would need to be exported, of which 10% (i.e., approximately 73 CY) is assumed to be contaminated. Contaminated soil and waste would be disposed of at a permitted landfill per the specifications of DTSC or RWQCB or other agencies overseeing construction of the project. The nearest landfills which actively process contaminated soil are the Hazmat TSDF facility and Soil Safe of California Incorporated, located in San Bernardino County. Based on the processing capacity of the two sites, they would be able to adequately process the contaminated soil anticipated to be generated by the Hawthorne Option. Construction of the project would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal, including AB 939. Regional facilities that process contaminated soil should have the capacity for construction related solid waste. Therefore, construction of the Hawthorne Option would result in a less than significant impact related to compliance with solid waste standards and capacity.

References in the Draft and Final EIR

- Section 3.11, Utilities and Service Systems, Subsections 3.11-4.1, 3.11-4.2, 3.11-4.3.1, and 3.11-4.4.1 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsection 5.2-7, Major Topic Response MR-7, Utility Relocation and Hazardous Materials Safety, of the Final EIR

Project Features

PF-US-1. Utility Identification and Coordination

Per Metro standard practice, as design progresses, Metro will continue to verify the locations of existing utilities potentially affected by construction activities. This will include coordinating with all existing utility providers for wet and dry utilities (water, sewer, oil, gas, electric, and telecommunications) and with private utility owners to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted throughout the preliminary engineering and final design phases to document the locations of all utilities within proximity to the guideway and station foundations of the guideway and station foundations, and other project elements that may affect utilities. Based on the information from the field investigations, the final designer will develop layouts of pipe separations based on coordination with the appropriate utility owners/operators to determine specific setback requirements for each utility line and the need for any stabilization for protection in place or relocation measures. During the construction and prior to digging, the contractor will conduct additional field verifications, which include requirements such as contacting a utility location service to verify the position of existing pipes, and conducting additional potholing so that the final design layouts can be confirmed or adjusted as needed.

PF-US-2. Service Interruption Notification

Per Metro standard practice, prior to the start of any demolition or construction activities, Metro will be responsible for coordinating with utility and service providers regarding potential utilities service interruptions due to relocation of existing utilities. Metro will develop a construction plan in coordination with utilities and service providers to minimize interruptions of utilities systems to the greatest extent feasible, including providing temporary connection for services that must be disconnected for extended periods of time. Further, Metro will develop a contingency plan in cooperation with the utility providers for emergency repairs of any utilities unexpectedly found or that disintegrated because of age during excavations. The public would be notified of areas where temporary utilities service interruptions are anticipated.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to utilities and service systems would be less than significant.

5.16. ENERGY

The project would have a less than significant impact related to energy with respect to the following significance thresholds:

- Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Impact 3.12-4.1)
- Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Impact 3.12-4.2)

Impacts

Impact 3.12-4.1: Wasteful Energy Consumption During Construction

Construction of the Hawthorne Option would require a one-time expenditure of diesel fuel (approximately 1,348,000 gallons) and gasoline (approximately 98,000 gallons) over the approximately six-year construction period As part of Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance), construction equipment and trucks would meet advanced emissions and fuel-efficiency standards. As part of Project Feature PF-AQ-3 (Metro Moving Beyond Sustainability Strategic Plan Compliance), the project would be consistent with Metro's broader sustainability commitments, including the use of renewable diesel, where applicable. As part of Project Feature PF-AQ-4 (Metro Rail Design Guidelines), construction activities would use energy efficiently. These project features reflect Metro's standard construction and design practices and provide part of the substantial evidence supporting the conclusion that construction energy would be used efficiently. Furthermore, the energy expenditure associated with construction fuel consumption would eventually be offset by the energy savings of replacing and shortening on-road passenger vehicle trips with use of light rail. Therefore, the Hawthorne Option would have a less than significant impact during construction related to energy.

Impact 3.12-4.1: Wasteful Energy Consumption During Operations

The project would consume energy related to the light rail propulsion systems and lighting and accessory equipment at station platforms. It would also indirectly change regional energy consumption through changes in regional VMT by displacing vehicle trips for transit trips, which would reduce petroleum fuels consumption. With a VMT reduction of 42,951, annual regional energy consumption would be reduced by approximately 28.2 million MJ in the design/horizon year of 2042, when compared to the no project condition. Total annual electricity consumption to power the light rail extension would be 7,829 MWh (28,182,841 MJ). The project's incremental increase in electricity demand would not place an undue burden on the existing electrical infrastructure and represents a miniscule fraction of the total Metro electricity use. Overall, the Hawthorne Option would result in a net energy benefit, and a less than significant impact would occur.

Impact 3.12-4.2: Conflict With Energy Plans During Construction

Energy-resource consumption during construction of the project would be predominantly combustion of petroleum-based transportation fuels. Project Feature PF-AQ-1 (Metro Green Construction Policy Compliance) commits Metro contractors to using less-polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions. Best practices include Tier 4 emission standards for off-road diesel-powered construction equipment with greater than 50 hp and restricting idling to a maximum of five minutes. Compliance with these provisions would limit excess petroleum fuels consumption during active use of off-road equipment and on-road vehicles. The CALGreen Code Tier 2 requires reduction, disposal, and recycling of at least 80% of nonhazardous construction materials and requires demolition debris to be recycled and/or salvaged, which would ultimately result in reductions of indirect energy use associated with waste disposal and storage. Therefore, construction would have a less than significant impact related to conflicting with or obstructing plans for renewable energy or energy efficiency.

Impact 3.12-4.2: Conflict With Energy Plans During Operations

The project is a light rail system extension providing energy efficient mass transit to communities in need of enhanced accessibility options. The project would reduce auto passenger vehicle trips and reliance on petroleum-based transportation fuels. The benefits of the project are consistent with the

goals, objectives, and policies of SCAG and the Cities of Lawndale, Redondo Beach, and Torrance. As the renewable energy portfolios of Metro and local jurisdictions expand over time, natural resources consumption to provide the electricity required for operations would become more energy efficient. The project would not conflict with any adopted plan or regulation to enhance energy efficiency or reduce transportation fuels consumption and would support the initiatives of the Metro CAAP. In addition, the project would not interfere with renewable portfolio targets and would not result in a wasteful or inefficient expenditure of energy resources. The project would positively contribute to statewide, regional, and local efforts to create a more efficient and sustainable transportation infrastructure network. Therefore, operations would result in a less than significant impact related to conflicting with or obstructing plans for renewable energy or energy efficiency.

References in the Draft and Final EIR

- Section 3.12, Energy, Subsections 3.12-4.1 and 3.12-4.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

None

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to energy would be less than significant.

5.17. TRIBAL CULTURAL RESOURCES

The project would have a less than significant impact related to tribal cultural resources with respect to the following significance thresholds:

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)? (Impact 3.14-4.1)
- Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? (Impact 3.14-4.2)

Impacts

Impact 3.14-4.1: Substantial Adverse Change in The Significance of a Tribal Cultural Resource During Operation

Operational activities of the Hawthorne Option would be limited to light rail operations on established tracks and at facilities constructed as part of the project. The operation of light rail transit traffic and other rail operations would not cause subsurface ground disturbance, nor alter any existing setting that would impact a tribal cultural resource within the RSA. Therefore, the impact would be less than significant.

Impact 3.14-4.2: Substantial Adverse Change in The Significance of a Tribal Cultural Resource Determined by a Lead Agency During Operation

Operational activities of the Hawthorne Option would be limited to light rail operations on established tracks and at facilities constructed as part of the project. The operation of light rail transit and other rail operations would not cause subsurface ground disturbance nor alter any existing setting that would impact a resource of tribal significance within the RSA. Therefore, the impact would be less than significant.

References in the Draft and Final EIR

- Section 3.14, Tribal Cultural Resources, Subsections 3.14-4.1 and 3.14-4.2 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR

Project Features

None

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to tribal cultural resources would be less than significant.

5.18. PUBLIC SERVICES

The project would have a less than significant impact related to public services with respect to the following significance thresholds:

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection? (Impact 3.15-4.1)
- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection? (Impact 3.15-4.2)

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to meet demand for schools? (Impact 3.15-4.3)
- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to meet demand for parks? (Impact 3.15-4.5)
- Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Impact 3.15-4.6)
- Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Impact 3.15-4.7)

Impacts

Impact 3.15-4.1: Fire Protection Response Times During Construction

There are no fire stations or other related government facilities in or adjacent to the RSA. Construction staging areas would, therefore, not result in the acquisition of any fire facilities within the RSA, nor result in the alteration of existing facilities or construction of new facilities to maintain fire protection services the RSA. Roadways that intersect the project would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. As part of Project Feature PF-T-1 (Construction Traffic Management Plan), Metro's construction contractor would coordinate with the cities and emergency providers to develop CTMPs that are communicated to those providers. The CTMPs would clearly identify alternative routes to ensure that fire services response times would remain compliant with NFPA guidelines. This project feature reflects Metro's standard construction coordination practices and provides part of the substantial evidence supporting the conclusion that construction would not result in the need for new or physically altered fire protection facilities.

Although construction of the project would create additional jobs in the project area, it would not indirectly result in population growth, and therefore, not lead to the need for additional fire protection facilities to maintain service ratios. Therefore, construction of the Hawthorne Option would not result in the need for new or physically altered fire protection facilities and this impact would be less than significant.

Impact 3.15-4.1: Fire Protection Response Times During Operations

During operation of the Hawthorne Option, fire protection services would continue to be provided by Los Angeles County Fire Department, Redondo Beach Fire Department, and the Torrance Fire Department. The Hawthorne Option would not have at-grade rail street crossings and, therefore, would not have the potential to increase emergency vehicle delays and affect response times of fire protection services. Operation of the Hawthorne Option would not induce unplanned population growth that would impact the demand for fire protection facilities. Therefore, operation of the Hawthorne Option would not result in the need for new or physically altered fire protection facilities and this impact would be less than significant**.**

Impact 3.15-4.2: Police Protection Response Times During Construction

There are no police stations within the RSA. Construction staging areas would, therefore, not result in the acquisition of any police facilities within the RSA, nor would it result in the alteration of existing facilities or construction of new facilities to service the RSA. Construction activities would be temporary.. As part of Project Feature PF-T-1 (Construction Traffic Management Plan), Metro's contractor would coordinate with affected cities and emergency providers to prepare CTMPs that are communicated to those providers. The CTMPs would identify alternative routes to ensure that police response times remain adequate. This feature reflects Metro's standard practice for construction coordination and provides part of the substantial evidence supporting the conclusion that construction would not interfere with police protection response times.

Construction activities would also be conducted in compliance with Metro's MRDC, which follows the principles of Crime Prevention through Environmental Design (CPTED) and Metro safety and security programs. Incorporation of CPTED principles would reduce potential impacts to police service performance ratios that may arise from the introduction of construction staging areas.

Although construction of the project would create additional jobs in the project area, it would not indirectly result in population growth and, therefore, not lead to the need for additional police facilities to maintain service ratios. Thus, construction of the Hawthorne Option would not result in the need for new or physically altered police facilities and this impact would be less than significant.

Impact 3.15-4.2: Police Protection Response Times During Operations

During operations, police protection services would continue to be provided by the Los Angeles Sheriff's Department, Hawthorne Police Department, Redondo Beach Police Department, and Torrance Police Department within their respective jurisdictions. The Hawthorne Option would fully grade separate light rail transit from roadway crossings and, therefore, would not increase emergency vehicle delays. Operation of the Hawthorne Option would not induce unplanned population growth that would impact the demand for police protection services. Therefore, operation of the Hawthorne Option would not result in the need for new or physically altered police protection facilities and this impact would be less than significant**.**

Impact 3.15-4.3: School Demand During Construction

No educational facilities are located immediately adjacent to the proposed alignment or transit stations. Construction of the Hawthorne Option would not require the acquisition of any public facilities, including educational facilities. The nearest educational facility to the Hawthorne Option is the R.K. Lloyd Continuation High School located on Marine Avenue approximately 650 feet to the east of the Metro ROW. As part of Project Feature PF-T-1 (Construction Traffic Management Plan), access to nearby schools would be maintained during construction and detour routes would be identified to ensure circulation is provided during construction. This feature reflects Metro's standard practice for construction coordination and provides part of the substantial evidence supporting the conclusion that construction would not interfere with access to educational facilities. Therefore, construction of the Hawthorne Option would not result in the need for new or physically altered educational facilities and this impact would be less than significant.

Impact 3.15-4.5: Park Demand During Construction

Construction staging areas of the Hawthorne Option would not be located adjacent to any parks and recreational facilities in the RSA. Approximately 15 to 40 construction workers per day may utilize nearby parks, which include Charles B. Hopper Park, Columbia Park, and Pequeno Park, during lunchtime

breaks, however such uses would be temporary and nominal. These recreational facilities would continue to be regularly maintained by the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. Roadways that intersect the alignment would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. As part of Project Feature PF-T-1 (Construction Traffic Management Plan), alternative vehicular and pedestrian access routes to park facilities would be identified, clearly marked, and maintained throughout construction. This feature reflects Metro's standard practice for construction coordination and provides part of the substantial evidence supporting the conclusion that access to park facilities would be preserved.

Although construction of the project would create additional jobs in the project area, it would not indirectly result in population growth, and therefore, not lead to the need for additional park facilities to maintain service ratios. Therefore, construction of the Hawthorne Option would not result in the need for new or physically altered park facilities and this impact would be less than significant.

Impact 3.15-4.5: Park Demand During Operation

Pequeno Park would be located within a quarter-mile of the South Bay Galleria Station and may see some increased demand for and usage of its facilities during operations of the Hawthorne Option. However, the South Bay Galleria Station would be located adjacent to high-volume commercial uses, which are expected to attract greater numbers of riders than surrounding residential and open space destinations. Therefore, the Hawthorne Option is not reasonably anticipated to generate substantial additional demand for and usage of Pequeno Park beyond the existing maintenance capacity of the City of Torrance Park Services Division.

Project operation would not result in the need for new or physically altered park facilities and this impact would be less than significant.

Impact 3.15-4.6: Park Deterioration During Construction

The project would neither directly nor indirectly result in population growth that could lead to increased or accelerated deterioration of recreational facilities. Construction workers may potentially increase the usage of and demand for parks and recreational facilities, but this increased usage would be temporary and nominal compared to total facility usage by all local residents. The existing parks and recreational facilities in the RSA would continue to be regularly maintained by the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance, and would continue to serve the existing surrounding residential population during construction activities. Therefore, construction impacts of the Hawthorne Option would not result in the substantial deterioration of park facilities and this impact would be less than significant.

Impact 3.15-4.6: Park Deterioration During Operations

Pequeno Park could potentially experience some increased demand for and usage of its facilities during operation of the Hawthorne Option due to its proximity to the South Bay Galleria Station. However, this station would be located adjacent to high-volume commercial uses and transportation connections, which are expected to attract greater numbers of riders than surrounding residential and open space destinations. Therefore, the Hawthorne Option is reasonably anticipated to not generate substantial additional demand for and usage of Pequeno Park beyond the existing maintenance capacity of the City of Torrance Park Services Division.

Project operation would not result in the substantial deterioration of park facilities and this impact would be less than significant.

Impact 3.15-4.7: Expansion of Recreation During Construction

The Hawthorne Option does not include construction of recreational paths. Construction workers would temporarily work in the area and would not likely relocate to the project area on a permanent basis. Construction workers may potentially increase the usage of and demand for parks and recreational facilities, but this increased usage would be temporary and nominal compared to total facility usage by all local residents. Therefore, impacts related to adverse physical effects of construction of recreational facilities would be less than significant.

Impact 3.15-4.7: Expansion of Recreation During Operations

The project would not indirectly induce unplanned population growth that would impact the demand for recreational facilities. Therefore, impacts related to adverse physical effects of operation of recreational facilities would be less than significant.

References in the Draft and Final EIR

- Section 3.15, Public Services and Utilities, Subsections 3.15-4.1, 3.15-4.2. 3.15-4.3.1, 3.15-4.5, 3.15-4.6, and 3.15-4.7 of the Draft EIR
- Chapter 4, Corrections and Additions, of the Final EIR
- Chapter 5, Responses to Comments, Subsection 5.2-12, Major Topic Response MR-12: Emergency Access, of the Final EIR

Project Features

PF-PS-1. Coordination with Torrance Refining Company and Emergency Responders

Before construction of the project and during the advanced design stages, Metro would work with the Torrance Refining Company and Torrance Logistics Company, BNSF Railway, the City of Torrance, and other City entities responsible for emergency response to coordinate emergency communication systems so that, in the event of an emergency relating to flaring or other refinery operations-related hazards, Metro could hold or detour trains to avoid traveling near the refinery.

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to public services and recreation would be less than significant.

5.19. NOISE AND VIBRATION

The project would have a less than significant impact related to noise and vibration with respect to the following significance threshold:

- Would the project result in generation of excessive ground-borne vibration levels (Impact 3.6-4.3)

Impacts

Impact 3.6-4.3: Ground-borne Vibration Levels During Operation

The medium that the vibration travels through are the columns supporting the elevated rail track. The vibration from the Hawthorne Option would propagate radially as a point source (due to the vibration being transferred to the ground at intermittent column locations) through the columns. As shown in Appendix 3.6-C of the Draft EIR, the vibration impact thresholds around each column do not intersect with any residences, and therefore are not expected to result in any vibration impacts. Operation of the Hawthorne Option would have a less than significant impact related to excessive ground-borne vibration levels.

References in the Draft and Final EIR

> Section 3.6, Noise and Vibration, Subsection 3.6-4.3, of the Draft EIR

Project Features

None

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to operational ground-borne vibration levels would be less than significant.

5.20. CULTURAL RESOURCES

The project would have a less than significant impact related to cultural resources with respect to the following significance threshold:

> Would the project disturb any human remains, including those interred outside of formal cemeteries (Impact 3.13-4.3)

Impacts

Impact 3.13-4.3: Disturbance of Human Remains During Construction

The Hawthorne Option has a low sensitivity to encounter historic remains and buried Native American archaeological deposits, which could include human remains, as there are no known cemeteries or archaeological sites with human remains located within the RSA. If Native American remains are encountered, these remains would be treated with appropriate deference through compliance with legal requirements pursuant to Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. Therefore, construction of the Hawthorne Option would result in a less than significant impact related to disturbance of human remains.

References in the Draft and Final EIR

> Section 3.13, Cultural Resources, Subsection 3.13-4.3, of the Draft EIR

Project Features

None

Mitigation Measures

The impacts under the thresholds above would be less than significant, and mitigation measures are not required.

Findings

For the reasons stated above, Metro finds that these impacts related to construction impacts related to human remains would be less than significant.

6. FINDINGS FOR ENVIRONMENTAL RESOURCES FOUND NOT TO BE IMPACTED

Metro finds that there would be no impacts for the following environmental resources, as found in the referenced sections of the Draft EIR.

Aesthetics

- Scenic Vistas: Construction (Subsection 3.3-4.1.1) and Operation (Subsection 3.3-4.1.2)
- Scenic Highways: Construction (Subsection 3.3-4.2.1) and Operation (Subsection 3.3-4.2.2)

Noise and Vibration

- Airports: Construction and Operation (Subsection 3.6-4.2)

Biological Resources

- Riparian Habitat/Sensitive Natural Community: Construction (Subsection 3.7-4.2.1) and Operation (Subsection 3.7-4.2.2)
- Wetlands: Construction (Subsection 3.7-4.3.1) and Operation (Subsection 3.7-4.3.2)
- Movement of Fish & Wildlife Species: Construction (Subsection 3.7-4.4.1) and Operation (Subsection 3.7-4.4.2)
- Conflicts with Habitat Conservation Plans: Construction (Subsection 3.7-4.6.1) and Operation (Subsection 3.7-4.6.2)

Geology, Soils, and Paleontological Resources

- Known Earthquake Fault Zone: Construction (Subsection 3.8-4.1.1) and Operation (Subsection 3.8-4.1.2)
- Soil Erosion: Operation (Subsection 3.8-4.5.2)
- Septic Tanks or Alternative Wastewater Disposal Systems: Construction and Operation (Subsection 3.8-4.8)
- Paleontological Features: Operations (Subsection 3.8-4.9.2)

Hazards and Hazardous Materials

- Hazardous Materials Within One-Quarter Mile of School: Operation (Subsection 3.9-4.3.2)
- Hazardous Materials Sites: Operation (Subsection 3.9-4.4.2)
- Airport Land Use Plans: Construction and Operation (Subsection 3.9-4.5)
- Private Air Strip: Construction and Operation (Subsection 3.9-4.6)
- Wildfire Hazards: Construction and Operation (Subsection 3.9-4.8)

Utilities and Service Systems

- Wastewater Treatment Capacity: Operation (Subsection 3.11-4.3.2)
- Solid Waste Capacity: Operation (Subsection 3.11-4.3.4)
- Compliance with Solid Waste Regulations: Construction (Subsection 3.11-4.3.5) and Operation (Subsection 3.11-4.3.6)

Cultural Resources

- Adverse Change to Historical Resources: Construction (Subsection 3.13-4.1.1) and Operation (Subsection 3.13-4.1.2)
- Adverse Change to Archaeological Resources: Operation (Subsection 3.13-4.2.2)
- Disturbance of Human Remains: Operation (Subsection 3.13-4.3.2)

Public Services and Recreation

- School Demand During Operation (Subsection 3.15-4.3.2)
- Demand for Library Facilities: Construction (Subsection 3.15-4.4.1) and Operation (Subsection 3.15-4.4.2)

Other CEQA Considerations

- Agricultural and Forestry Resources: Construction and Operation (Subsection 3.16-2.1)
- Mineral Resources: Construction and Operation (Subsection 3.16-2.2)
- Population and Housing: Construction and Operation (Subsection 3.16-2.3)
- Wildfire: Construction and Operation (Subsection 3.16-2.4)

7. FINDINGS FOR CUMULATIVE IMPACTS

CEQA Guidelines Section 15130(a)(3) defines "cumulatively considerable" to mean the incremental effects of an individual project are significant when viewed in connection with effects of past, present, and reasonably foreseeable probable future projects. Refer to Section 3.0, Introduction of the Draft EIR for the methodology used to assess the potential for cumulative impacts, as well as for a list of the probable future projects considered in the cumulative analysis.

7.1. TRANSPORTATION

Overlapping construction activities could be potentially disruptive if construction occurred concurrently, but given the shorter and more intermittent duration of the nature of these types of roadway improvement projects, overlap of construction periods would be minimal, if at all. Construction of these projects is not expected to result in significant duration or disruption.

During operations, the cumulative projects are not within the footprint of the project and would not cumulatively create new geometric hazards, obstructed visibility, or reduce emergency access.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the Hawthorne Option, combined with past, present, and reasonably foreseeable projects, would not result in a cumulatively significant impact related to transportation during construction or operations.

7.2. LAND USE AND PLANNING

Simultaneous construction of other projects and the Hawthorne Option could occur, potentially resulting in short-term and temporary construction disruptions to the existing built environment and circulation through temporary roadway or sidewalk closures or construction laydown areas. Given the shorter and more intermittent duration of the nature of these types of roadway improvement projects, overlap of construction periods would be minimal, if at all. With implementation of Mitigation Measure MM-LU-1 (Temporary Crossings), the roadway closures and laydown areas during construction, in conjunction with other projects, would not divide existing communities as access within and out of the communities as they would generally be required to be maintained through their respective construction traffic management plans.

Operation of the Hawthorne Option would not divide the existing community in conjunction with the related projects as access within and out of the communities would be unchanged or changed very little by these projects. Further, the cumulative projects would be required to be consistent with applicable general plans and zoning codes.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, with implementation of Mitigation Measure MM-LU-1, Metro finds that the Hawthorne Option, combined with past, present, and reasonably foreseeable projects, would not result in a cumulatively significant impact to land use and planning during construction or operations. Thus, with respect to the cumulative impact related to physical division of an established community during construction, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivisions (a)(1) of the CEQA Guidelines. For other impacts related to aesthetics, Metro finds that the Hawthorne Option would either

not result in a cumulatively significant impact or the incremental contribution to the cumulative impact would not be cumulative considerable.

7.3. AESTHETICS

Scenic Vistas or Scenic Highways

No scenic vistas or scenic highways are located near the Hawthorne Option.

Conflicts with Regulations on Scenic Quality

Construction of the Hawthorne Option in combination with other projects would represent a temporary change in the visual quality and character of the RSA. This temporary change during construction would be similar to other construction projects in the RSA, which would also have a temporary impact on visual character and quality of the RSA and its surroundings compared to existing conditions. As part of Project Feature PF-AES-2 (Metro Design Standards), construction activities would comply with applicable zoning regulations within the Cities of Lawndale, Redondo Beach, and Torrance, as well as with BMPs and development standards within each City.

During operation, the Hawthorne Option would result in a visual change compared to existing conditions, but would not conflict with local regulations related to scenic quality.

Light and Glare

Construction of the Hawthorne Option could result in construction-related illumination and nighttime construction lighting. Cumulative projects may be constructed during the same timeframe as the project and may also require night-time lighting. Mitigation Measure MM-AES-1 (Construction Lighting) would require that construction lighting be shielded and directed downward and away from adjacent residential and commercial areas. Similar to the Hawthorne Option, cumulative projects are expected to comply with applicable regulations with each City related to light and glare, and to incorporate mitigation measures that would reduce light and glare impacts to the maximum extent feasible.

During operations, the Hawthorne Option would be lit to provide adequate lighting for maintenance activities and ensure a safe environment. As part of PF-AES-2 (Metro Design Standards), all lighting would comply with Metro Design Standards and applicable lighting regulations that would be verified during the permitting process. Cumulative projects are also expected to comply with applicable city regulations related to light and glare, and to incorporate mitigation measures that would reduce light and glare impacts to the maximum extent feasible.

Findings

For the reasons stated above and based on substantial evidence in the record as a whole, with implementation of Mitigation Measure MM-AES-1, the Hawthorne Option would not result in a cumulatively considerable impact related to construction lighting. Thus, with respect to this cumulative impact, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivisions (a)(1) of the CEQA Guidelines.

For other impacts related to aesthetics, Metro finds that the Hawthorne Option would either not result in a cumulatively significant impact or the incremental contribution to the cumulative impact would not be cumulative considerable.

7.4. AIR QUALITY

Construction of the Hawthorne Option would generate emissions of air pollutants through the use of heavy-duty off-road equipment and light- and heavy-duty on-road vehicles. In addition to diesel exhaust fumes, off-road equipment would produce fugitive emissions including dust during ground disturbance and material stockpiling and volatile asphalt off-gassing during paving activities. As described in Section 3.4, Air Quality of the Draft EIR, construction activities for the Hawthorne Option would not generate mass daily emission in excess of any regional-scale SCAQMD threshold for individual projects under CEQA.

Attainment of the air quality standards is accomplished at the regional level, and the SCAQMD has adopted the rationale that projects with mass daily emissions below the regional screening thresholds would not generate sufficient air pollution to render cumulative impacts potentially significant. Although construction of other projects would occur within SCAB during construction of the Hawthorne Option, emissions from project construction would not be cumulatively considerable for nonattainment pollutants and would also not be cumulatively significant based on the SCAQMD guidance.

Construction of the Hawthorne Option would not generate localized emissions of NOX, CO, or particulate matter in excess of the applicable LST screening values. Although it is possible that construction of other cumulative projects may occur within the localized RSA during construction of the project, emissions from project construction would be controlled to the maximum extent feasible through implementation of BMPs contained within the Metro Green Construction Policy and would not exceed the SRA 3 LST screening values.

Long-term operation of the project would not introduce a new substantial stationary, area, or mobile source of air pollutant emissions into the SCAB. The primary effect of operations on regional air quality would be the displacement of on-road VMT resulting from increased transit ridership. Operation of the project would reduce emissions of air pollutants within the SCAB overall through the elimination of passenger vehicle trips. The 2016 AQMP emissions budgets are partially developed based on the 2016–2040 RTP/SCS, and the two planning documents are developed in conjunction with one another. The project is included in the 2016–2040 RTP/SCS, the 2020–2045 RTP/SCS and the 2024–2050 RTP/SCS under RTP ID 1TR1001 and Federal Transportation Improvement Program (FTIP) ID LA0G632, which demonstrates that the regional transportation and emissions modeling budget in the 2016 AQMP accounts for implementation of the project in its conformity demonstration. Therefore, operation of the project would not contribute in a significant way to cumulative effects related to air quality violations, timely attainment of the air quality standards, or emissions of nonattainment pollutants. Operation of the project would not introduce a substantial new source of emissions that could result in sensitive receptor exposures to unhealthy localized pollutant concentrations or public nuisances related to odors.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the Hawthorne Option's incremental contribution to cumulatively significant impacts related to air quality during construction and operation would not be cumulatively considerable.

7.5. GREENHOUSE GAS EMISSIONS

All construction activities for the project would comply with Project Features PF-AQ-1 (Metro Green Construction Policy Compliance), PF-AQ-3 (Metro Moving Beyond Sustainability Strategic Plan Compliance), and PF-AQ-4 (Metro Rail Design Guidelines). These features are integral components of Metro's standard construction and design requirements and ensure that equipment and vehicles are

maintained according to manufacturer specifications and are subject to idling limitations consistent with appliable regulations. The project would not interfere with state and regional GHG-reduction targets.

Reasonably foreseeable actions within the RSA include all transportation projects that are programmed in the Connect SoCal 2020–2045 RTP/SCS. CARB issued a determination that the Connect SoCal SCS successfully demonstrated that the region would attain its established SB 375 per capita GHG emissions targets in the 2035 horizon year of the analysis on October 30, 2020. This determination relies on projects that are programmed into the RTP/SCS being implemented, one of which is the project as identified under RTP ID TR1001 (and FTIP ID LA0G632). Although implementation of the project would generate long-term indirect GHG emissions through energy use (i.e., light rail transit propulsion, lighting and accessory equipment at station platforms), those emissions would be more than fully offset by reductions in on-road motor vehicle emissions due to mode shift from automobiles to transit. The project is anticipated to reduce overall GHG emissions relative to future 2042 baseline conditions and would not conflict with GHG emissions reductions plans and policies. In particular, under the C-2 Operating Plan, the project would achieve a net reduction of approximately 1,871.18 $MTCO_2e$ compared to the future 2042 baseline. (See Memorandum re: Vehicle Miles Traveled Correction to the C Line (Green) Extension to Torrance Project, October 2025). The project would ultimately provide environmental and community benefits related to GHG emissions reductions and active transportation.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the Hawthorne Option's incremental contribution to cumulatively significant impacts related to GHG emissions during construction and operation would not be cumulatively considerable.

7.6. NOISE AND VIBRATION

Noise

Construction of the project would require heavy earth-moving equipment, generators, cranes, pneumatic tools, and other similar machinery. The existing cumulative noise condition is characterized by existing traffic noise and existing freight noise which was captured by existing ambient noise measurements. Construction noise levels for the project would exceed FTA and local noise standards due to the intensive nature of light rail construction activities and the proximity of sensitive land uses to the corridor. Implementation of Mitigation Measure MM-NOI-1 (Noise Control Plan) would reduce construction noise levels, but there may still be temporary or periodic exceedances of the FTA construction noise criteria and local standards resulting in temporary adverse effects related to construction noise. Similar to the project, construction of projected future projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Projected future projects would go through their own environmental clearance process and would include mitigation for construction noise to reduce impacts. Related projects within 500 feet of construction could result in a cumulative construction noise impact at sensitive receptors. Although it is not possible to predict which related projects would result in a cumulative construction noise scenario, the construction noise levels associated with the project could increase ambient noise levels. Therefore, the Hawthorne Option's incremental contribution to cumulatively significant noise impacts during construction would be cumulatively considerable.

Operation of the Hawthorne Option would result in significant operational noise impacts at sensitive receptors along the project alignment f. The noise environment in the vicinity of the alignment can be primarily defined by traffic on I-405 and adjacent roadways, including Hawthorne Boulevard, the existing Metro C (Green) Line, and cumulative growth and development in the cities located in the vicinity of the

project could result in increases in roadway traffic volumes over time that would concurrently increase ambient noise levels in the vicinity of the project. However, future increases in roadway noise are expected to be minimal along the alignment because of limited roadway capacity. Implementation of MM-NOI-2 (Soundwalls) and MM-NOI-3 (Low Impact Frogs), which would require installation of soundwalls and low impact frogs, would reduce the light rail transit operation noise impacts to a less than significant level. MM-NOI-5 (Wheel Squeal Noise Monitoring) would reduce noise impacts related to wheel squeal to a less than significant level. e. Therefore, the Hawthorne Option's incremental contribution to cumulatively significant noise impacts during operation would not be cumulatively considerable.

Vibration

Construction of the Hawthorne Option would result in significant and unavoidable vibration impacts, even with implementation of Mitigation Measures MM-VIB-1 (Vibration Control Plan), MM-VIB-2 (Construction Equipment Location), and MM-VIB-3 (Pre- and Post-Construction Surveys). However, it is not anticipated that vibration-generating equipment from past, present, and probable future projects would operate at the same time and in the same location as the construction equipment for the project.

Operation of the Hawthorne Option would not result in a significant ground-borne vibration impact. Therefore, impacts of the Hawthorne Option in combination with past, present, and probable future projects would not have a cumulatively significant impact related to ground-borne vibration.

Findings

Mitigation Measure MM-NOI-1 would reduce the project's construction noise impacts, but the incremental contribution to the potentially significant cumulative noise impact would remain cumulatively considerable. No additional feasible mitigation measures were identified to reduce the project's incremental contribution to this noise impact during construction. Thus, with respect to this cumulative impact and based on substantial evidence in the record as a whole, Metro adopts CEQA Findings 1 and 3, as identified in Section 3 above and in Section 15091, subdivisions (a)(1) and (a)(3) of the CEQA Guidelines.

With implementation of MM-NOI-2, MM-NOI-3, and MM-NOI-5, the impact would be less than significant. Thus, with respect to this cumulative impact and based on substantial evidence in the record as a whole, Metro adopts CEQA Findings 1, as identified in Section 3 above and in Section 15091, subdivisions (a)(1)) of the CEQA Guidelines.

The Hawthorne Option's incremental contribution to cumulatively significant vibration impacts during operation would not be cumulatively considerable. Thus, for operational vibration impacts and based on substantial evidence in the record as a whole, Metro finds that the cumulative operational vibration impact would be less than significant and mitigation is not required.

For vibration impacts during construction and based on substantial evidence in the record as a whole, Metro finds that with mitigation, the Hawthorne Option, combined with past, present, and reasonably foreseeable projects, would not result in a cumulatively significant impact.

7.7. BIOLOGICAL RESOURCES

Historically, development and rapid urbanization has been occurring in the surrounding region since the late 1800s. Continued development relating to infrastructure improvement, housing construction, and other community needs is regularly, and frequently, occurring. There is an existing cumulative impact related to biological resources as a result of the highly urbanized setting and both historic and present

development throughout the region. Implementation of Mitigation Measures MM-BIO-1 (General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources), MM-BIO-2 (Nesting Bird Season Restrictions and Pre-Construction Surveys), MM-BIO-3 (Roosting Bat Restrictions and Survey Requirements), MM-BIO-4 (Pre-Construction Rare Plant Survey), and MM-BIO-5 (Off-Site Mitigation for Southern Tarplant Habitat) would reduce impacts to southern tarplant, nesting birds, and bats to less than significant levels. Therefore, with mitigation, the project's incremental contribution to cumulatively significant impacts on biological resources would not be cumulatively considerable during construction.

With implementation of MM-BIO-1 and MM-BIO-5, operation of the project on biological resources would be reduced to less than significant. Therefore, based on substantial evidence in the record as a whole, with mitigation, the project's incremental contribution to cumulatively significant impacts related to biological resources during operations would not be cumulatively considerable.

Finding

With implementation of Mitigation Measures MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, and MM-BIO-5, Metro finds that the Hawthorne Option would not result in a cumulatively considerable impact related to biological resources during construction. Thus, for this cumulative impact and based on substantial evidence in the record as a whole, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

For biological resources impacts during operations and based on substantial evidence in the record as a whole, Metro finds that with implementation of Mitigation Measures MM-BIO-1 and MM-BIO-5, the Hawthorne Option, combined with past, present, and reasonably foreseeable projects, would not result in a cumulatively significant impact. Thus, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

7.8. Geology, Soils, and Paleontological Resources

During both construction and operation, the project would not expose people or structures to adverse effects, including the risk of loss, injury, or death involving fault rupture or seismic hazards including liquefaction or landslides. The project would also not result in impacts related to soil erosion, unstable or expansive soils, or adequacy of soils to support septic tanks. The project would comply with all applicable state and local guidelines and mandatory design requirements related to geologic, subsurface, and seismic hazards. Projected future projects would also be required to comply with all prescribed standards, requirements, and guidance hazards, and implement mitigation measures as necessary.

While the project would result in significant impacts on unknown paleontological resources during construction, with implementation of Mitigation Measure MM-GEO-1 (Engage a Qualified Paleontological Resources Specialist), impacts would be reduced to less than significant. Other projects disturbing ground and subsurface areas would similarly be required to mitigate potential impacts to paleontological resources in highly sensitive paleontological areas.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that with implementation of Mitigation Measure MM-GEO-1, the Hawthorne Option, combined with past, present, and reasonably foreseeable projects, would not result in a cumulatively significant impact related to geology, soils, and paleontological resources during construction or operation. Thus, Metro

adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines for this impact.

7.9. HAZARDS AND HAZARDOUS MATERIALS

The project would not result in significant impacts related to hazards and hazardous materials during construction or operations. The project would be required to comply with all prescribed standards, requirements, and guidance related to hazards and hazardous waste. Impacts associated with hazards and hazardous materials are site-specific and largely localized. This project and other future projects would also comply with all the same requirements and apply mitigation measures as necessary to minimize impacts.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the Hawthorne Option, combined with related past, present, and probable future projects, would not result in cumulatively significant impact related to hazards and hazardous materials during construction or operations.

7.10. HYDROLOGY AND WATER QUALITY

Water Quality

The project is located in the Santa Monica Bay and Dominguez Channel watersheds, which currently are both impaired from development in the region. Additionally, development has resulted in limited availability of water resources, due to the use of groundwater for municipal water supplies and existing pollutant loads of surface water sources. Construction of the project has the potential to further introduce chemicals and/or hazardous substances as well as sediment into surface waters and groundwaters, or degrade surface water quality via dewatering of groundwater. Operations could impact water quality via sedimentation caused by runoff from newly added impervious surfaces; nitrates from landscape fertilizing; and trash, debris, and bacteria from human presence. However, multiple project features would be implemented as a part of the Hawthorne Option that would protect water quality and ensure appropriate treatment and discharge of contaminated water. Probable future projects would also be required to comply with the same regulations and permits as the project. Nonetheless, given the existing levels of impairment, the cumulative water quality impact is significant. The Hawthorne Option incremental contribution to this cumulative impact, however, would be less than cumulatively considerable.

Groundwater Recharge and Groundwater Supplies

Development in the region has resulted in limited availability of water resources due to the use of groundwater for municipal water supplies and existing pollutant project of surface water sources. This is considered a significant cumulative impact. Construction of the project would require water for activities like dust control and concrete mixing, which would be sourced from local utility lines that may depend on groundwater for a portion of their water supply. However, the water needed for construction would be minimal, and would not substantially decrease groundwater supplies. All dewatered groundwater would be discharged in a pre-approved location specified by the RWQCB Waste Discharge Requirements for Construction Dewatering. Project operation would involve minimal water usage for activities like routine cleaning, which would not substantially decrease groundwater supplies. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the Hawthorne Option would be designed with LID measures sized to retain the SWQDv on-site in accordance with regional requirements. There would be a less than significant impact on groundwater during operation. Water

for probable future projects would likely also be minimal, and all projects would be subject to the same regional LID requirements. Nonetheless, given the historic impact development has had in the region, impacts to groundwater recharge and groundwater supplies are cumulatively significant. The Hawthorne Option's incremental contribution to that impact, however, would not be cumulatively considerable.

Alteration of Drainage Patterns

Project construction or operation would not result in substantial drainage pattern alteration such that erosion or siltation, flooding, stormwater drainage system exceedance, additional polluted runoff, or impediment of flood flows would occur. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit), construction would comply with the Construction General Permit requirements, which include BMPs to control erosion and siltation, stabilize disturbed soils, and manage runoff to reduce peak flow velocities. During operation, increased impervious surfaces would have the potential to generate additional runoff; however, as part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), the Hawthorne Option would retain the SWQDv on-site through LID measures that promote infiltration and manage flows consistent with regional requirements. Probable future projects in the area would also be required to comply with the same state and local regulatory framework. Probable future projects would also be required to comply with the same regulations and local ordinances, at a minimum. Therefore, cumulative impacts related to alteration of drainage patterns would be less than significant.

Release of Pollutants in Flood Zones, Tsunami Zones, or Seiche Zones

The Hawthorne Option is outside of current seiche and tsunami potential inundation areas. A very small portion of the temporary footprint south of 190th Street overlaps with the 100-year flood zone, which is an area that would be used during construction to remove a spur track. As part of Project Feature PF-HWQ-8 (City of Torrance Flood Zone Requirements), construction would comply with the City of Torrance's requirements for construction within flood hazard areas, which are designed to reduce potential run-ins with flood waters. In addition, Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit) provides that construction activities must incorporate BMPs to prevent the release of pollutants into surface waters during construction, including in the unlikely case of rare flooding events. None of the related projects are located within or adjacent to an existing flood zone or current seiche or tsunami area. Therefore, cumulative impacts related to the potential release of pollutants in flood hazard, tsunami, or seiche zones would be less than significant.

Conflict with a Water Quality Plan

Construction would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. A groundwater sustainability plan has not been developed for the groundwater basin. Construction of the Hawthorne Option would be required to comply with beneficial uses, water quality objectives, and waste discharge requirements detailed in the RWQCB Basin Plan. Probable future projects would also be required to comply with the same regulations and local ordinances, at a minimum, and cumulative impacts would be less than significant.

Findings

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the Hawthorne Option's incremental contribution to cumulatively significant impacts related to water quality and groundwater during construction and operation would not be cumulatively considerable. Metro also finds that the Hawthorne Option, in combination with past, present and probable future projects, would not result in a significant cumulative impact related to alteration of

drainage patterns, flooding, or conflicts with water quality control plans during construction or operation.

7.11. UTILITIES AND SERVICE SYSTEMS

Water Facilities

As described in Section 3.11, Utilities and Service Systems, of the Draft EIR, the West Basin's water supplies are anticipated to be reliable, and no shortfalls are expected from 2021 to 2025, even when assuming a driest five-year scenario. Development of the project and probable future projects could cumulatively increase demands on water services post 2025, thereby creating shortages. However, construction of the project would not require substantial consumption of potable water, with water use occurring primarily for dust control. This short-term use would require minimal water supplies when compared to regional supplies. During operations, the project does not include a significant long-term, permanent source of water use. Although some water use may be needed to clean stations or wash trains, this minimal water use would not interfere with the existing and planned capacity of water facilities. There is no potential for the project to interfere with regional water supply services. The project's incremental contribution to cumulatively significant water service impacts would not be cumulatively considerable during construction or operation.

Wastewater

Construction activities would generate minimal wastewater through the use of temporary worker restrooms, which would have no potential to necessitate the construction of new or expanded wastewater facilities. Wastewater treatment facilities would not be required to be relocated during construction of the project. During operations, the project does not include a significant long-term, permanent source of wastewater. Although some water use may be needed to clean stations or wash trains, this minimal water generation would not interfere with the existing and planned capacity of wastewater facilities. As part of Project Feature PF-US-1 (Utility Identification and Coordination) and PF-US-2 (Service Interruption Notification), Metro would coordinate with utility providers to confirm service connections, ensure service continuity, and notify users of any temporary interruptions. The Hawthorne Option's incremental contribution to cumulatively significant wastewater impacts would be less than cumulatively considerable.

Stormwater Drainage

Development of the Hawthorne Option, in combination with past, present, and probable future projects, could cumulatively increase demands on existing stormwater infrastructure in the RSA. As part of Project Feature PF-HWQ-1 (SWPPP Implementation per Construction General Permit and MS4 Permit), construction would incorporate BMPs consistent with regulatory requirements, and any new stormwater drainage facilities constructed at stations or along the alignment would comply with applicable state and local design standards. If new stormwater drainage facilities are needed at stations or along the alignment, they would be designed in compliance with applicable state and local requirements.

During operations, the Hawthorne Option would increase impervious surface areas, resulting in a potential increase in stormwater runoff during operations. As part of Project Feature PF-HWQ-6 (LID BMPs per Regional Requirements), stormwater volumes would be retained on-site, and proposed station designs would incorporate landscaping to further support runoff management. Metro's Environmental Compliance and Sustainability Department would oversee ongoing compliance with stormwater drainage requirements.

For these reasons, the Hawthorne Option's incremental contribution to cumulatively significant impacts on stormwater drainage facilities would not be cumulatively considerable during construction or operation.

Solid Waste

Construction of the project and probable future projects could cumulatively increase demands on solid waste facilities. Construction of the project would generate solid waste from discarded construction materials, including contaminated soil. However, the project would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, the construction contractor would be subject to AB 939, which requires implementation of a Solid Waste Diversion Program and diversion of at least 50% of the solid waste generated during construction activities from landfills to recycling facilities.

During operation, the project would not include a direct source of solid waste. Indirectly, solid waste would be generated by transit users, but this would be collected and managed by Metro. Therefore, the Hawthorne Option's incremental contribution to cumulatively significant impacts on solid waste facilities would not be cumulatively considerable during construction or operation.

Electric Power

While development of the project and past, present, and probable future projects would increase the demand for SCE services, neither construction nor operation of the project would require significant electricity. Construction of the Hawthorne Option would use only minimal amounts of electricity, such as to power field offices, and would not require new or expanded electric power facilities. For operations, the project would require electricity to power the extension, but this would be a minimal demand in comparison to what SCE delivers to its entire service area. Metro has also installed photovoltaic systems and plans additional renewable energy generation to offset systemwide electricity consumption. Accordingly, the incremental contribution of the Hawthorne Option to significant cumulative electric power impacts would not be cumulatively considerable.

Natural Gas and Oil Facilities

While development of the Hawthorne Option and past, present, and probable future projects would increase the demand for SoCal Gas services, neither construction nor operations of the project would require significant natural gas. SoCal Gas has not identified a cumulative shortfall in its service area. Construction of the Hawthorne Option would not require significant natural gas supplies and has no potential to require new or expanded natural gas facilities. Relocation of pipelines would be coordinated through PF-US-1 and service interruptions would be notified pursuant to PF-US-2. The electrically powered transit line would not use natural gas for operations. Similarly, there are no publicly owned oil facilities in the RSA that would require relocation and no potential for the Hawthorne Option to require new or expanded oil facilities, thereby contributing to a cumulative effect. Development of the Hawthorne Option, in combination with past, present, and probable future projects, would not result in a cumulatively considerable impact on natural gas or oil facilities. Therefore, cumulative impacts would be less than significant.

Telecommunications Facilities

AT&T, Frontier Communications, and Spectrum provide telephone and telecommunication services within the RSA, and no cumulative shortfalls in service capacity have been identified. Construction activities would have no potential to necessitate the construction of new or expanded telecommunication facilities. Relocation of telecommunication facilities would be coordinated through

PF-US-1 and service interruptions would be notified pursuant to PF-US-2. Operations have no potential to interfere with telecommunication facilities, which would be entirely outside of the alignment. For past, present, and probable future projects, any necessary utility upgrades would be determined and implemented by the responsible service providers under their established procedures and requirements. Accordingly, development of the Hawthorne Option, in combination with other projects, would not result in a cumulatively considerable impact on telecommunication facilities during construction or operation. Therefore, cumulative impacts would be less than significant.

Findings

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the Hawthorne Option's incremental contribution to cumulatively significant impacts related to water facilities, wastewater, stormwater, solid waste, electric power, and natural gas during construction and operation would not be cumulatively considerable. Metro also finds that the Hawthorne Option, in combination with past, present, and probable future projects, would not result in a significant cumulative impact related to oil or telecommunication facilities.

7.12. ENERGY

There is an existing cumulative impact related to energy resources. State, regional, and local agencies and jurisdictions have published a wide range of documents intended to reduce energy consumption and increase the use of renewable energy, in order to reduce pollution that contributes to global warming. The Hawthorne Option, combined with past, present, and probable future projects, could contribute to the existing cumulative impact.

Construction of the Hawthorne Option would require a one-time expenditure of diesel fuel and gasoline over the approximately six-year duration. However, the forecasted fuel consumption would represent tiny increases of less than 0.05% and less than 0.001% for diesel fuel and gasoline, respectively, relative to the forecasted on-road vehicle fueled consumption within the SCAB portion of Los Angeles County. These increases would not place an undue burden on existing petroleum-based transportation fuel reserves or supply within Los Angeles County. All equipment and vehicles that would be used in construction activities would comply with applicable CARB regulations, the Pavley and Low Carbon Fuel Standards, and the Corporate Average Fuel Economy Standards. The project would adhere to the provisions of the Metro Green Construction Policy to control and minimize emissions to the maximum extent feasible and would also be consistent with GHG-reduction plans.

Therefore, the incremental contribution of the Hawthorne Option's construction activities to the existing cumulative energy impact would not be cumulatively considerable.

Regarding operational activities, the project would indirectly change regional energy consumption through changes in regional VMT. The Hawthorne Option would reduce annual regional energy consumption and result in a net energy benefit. Operational electricity requirements would not place a strain on available SCE power supply.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the Hawthorne Option's incremental contribution to cumulatively significant impacts related to energy during construction and operation would not be cumulatively considerable.

7.13. CULTURAL RESOURCES

Development of the project in combination with other projects located in the adjacent area would increase the potential for impacts to historical and archaeological resources and could contribute to the loss of such resources in the region.

There are no historical resources located with the RSA, and therefore, there would be no impact related to historical resources. However, the project would have a potentially significant impact related to the disturbance of unknown archaeological resources during construction. Mitigation Measures MM-CUL-1 (Cultural Resources Identification Training), and MM-CUL-2 (Cultural Resources Monitoring and Mitigation Plan) would be implemented, which would reduce the impact to less than significant. Probable future projects would be expected to comply with applicable federal, state, and local regulations to protect historic and archaeological resources, and would implement project-specific mitigation measures during construction. Operational activities would not have the potential to encounter archaeological resources or human remains, and there would be no impact. Therefore, the Hawthorne Option, in combination with past, present, and probable future projects, would not result in a significant cumulative impact on historic and archaeological resources during construction or operation.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, with implementation of Mitigation Measures MM-CUL-1, MM-CUL-2, and MM-CUL-3, the Hawthorne Option would not combine with past, present, and probable future projects to result in a significant cumulative impact on historic and archaeological resources during construction or operation. Thus, with respect to this cumulative impact, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

7.14. TRIBAL CULTURAL RESOURCES

Development of the Hawthorne Option, in combination with past, present, and probable future projects, would increase the potential for disturbance of tribal cultural resources in the region. The degree of impact from cumulative development depends on site-specific conditions and the nature of each project. No tribal cultural resources have been identified within the Hawthorne Option RSA, but unknown resources could be encountered during ground disturbance. In that event, Metro would comply with applicable federal, state, and local guidelines, including PRC Sections 2108.3.2 and 5097.98 and Health and Safety Code Section 7050.5. Mitigation Measures MM-TCR-1 (Native American Monitoring), MM-TCR-2 (Unanticipated Discovery of Tribal Cultural Resource Objects [Non-Funerary/Non-Ceremonial]), and MM-TCR-3 (Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects) would be implemented to address any discovery, which would reduce the impact to less than significant. Probable future projects in the area would similarly be required to comply with federal, state, and local regulations governing tribal cultural resources and implement appropriate mitigation measures, as needed. Accordingly, development of the Hawthorne Option, in combination with past, present, and probable future projects, would not result in a cumulatively significant impact on tribal cultural resources during construction. During operation, the project would not involve subsurface disturbance that could affect such resources, and no cumulative operational impacts would occur.

Finding

For the reasons stated above and based on substantial evidence in the record as a whole, with implementation of Mitigation Measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, the Hawthorne Option would not result in a cumulatively considerable impact related to cultural resources. Thus, with respect to this cumulative impact, Metro adopts CEQA Finding 1, as identified in Section 3 above and in Section 15091, subdivision (a)(1) of the CEQA Guidelines.

7.15. PUBLIC SERVICES

Fire and Police Protection

Construction of the project, in combination with past, present, and probable future projects, could increase demand for fire and police protection services within the RSA. Construction of the Hawthorne Option would not result in direct physical impacts to fire and police protection facilities. While temporary lane closures could occur during construction, as part of Project Feature PF-T-1 (Construction Traffic Management Plan), Metro would coordinate with emergency service providers to maintain emergency access. There are planned roadway projects close to the alignment that could be potentially disruptive to service if construction occurred concurrently, but given the shorter and more-intermittent duration of the nature of these types of roadway improvement projects, overlap of construction periods would be minimal, if at all. The probable future projects would implement their own measures to reduce impacts to emergency services by implementing detours and appropriate notification of agencies. Neither construction nor operation of the Hawthorne Option would result in direct population growth that would necessitate new police facilities and police services or otherwise substantially impact police services. Indirect population growth as a result of and in combination with probable future projects in the region are anticipated to be consistent with the SCAG adopted growth projects and are accounted for within cities' plans. Accordingly, the project, in combination with past, present, and probable future projects, would not have cumulatively significant impacts related to fire and police protection during construction or operation.

Schools

Construction of the project, in combination with past, present, and probable future projects, would not result in a significant cumulative impact related to demand for school facilities. During construction, the project and other probable future projects could bring additional workers to the area. However, construction workers would be unlikely to relocate households or residences as a consequence of working on the project or other local projects; therefore, no significant demand for unpanned new school facilities would occur during construction and there would be no significant cumulative impact.

During operation, the project, combined with past, present, and probable future projects, could increase demand for schools by increasing the population in the area. However, the project would not directly increase the number of residents and, thus, would not directly increase demand for schools or necessitate new school facilities. Any indirect population growth as a result of and in combination with past, present, and probable future projects is expected to be consistent with the SCAG adopted growth projects and accounted for within cities' plans. Therefore, cumulative impacts to schools are expected to be less than significant. Moreover, the Hawthorne Option's incremental contribution to any such impact would not be cumulatively considerable.

Parks and Recreational Facilities

Construction of the project, in combination with past, present, and probable future projects, would not result in a significant cumulative impact on parks. Cumulative construction could increase the local

workforce, which could increase use of parks during construction. However, construction workers would not be expected to relocate household or permanent residences in connection with the project or other present and future projects under construction; therefore, no significant long-term demand on existing parks is anticipated during construction.

During operation, past, present, and probable future projects could increase demand for parks and recreational facilities by population growth. However, the project would not directly increase the number of residents and, therefore, would not directly increase the need for new parks and recreational facilities. Any indirect population growth as a result of the project, in combination with past, present and probable future projects in the region, is anticipated to be consistent with the SCAG regional growth projections, which account for population increases in planning for parks. Accordingly, cumulative impacts to parks and recreational facilities are expected to be less than significant, and, in any case, the incremental contribution of the Hawthorne Option to any such cumulative impact would not be cumulatively considerable.

Libraries

There are no libraries within a quarter mile of the Hawthorne Option. Regionally, past, present, and probable future projects could increase use of libraries during construction as a result of a larger workforce, but construction workers would not be expected to relocate households or permanent residences in connection with the Hawthorne Option or other projects. Accordingly, no significant long-term demand for libraries is anticipated during construction.

During operation, the Hawthorne Option would not directly increase the number of residents and thus would not directly increase demand for library facilities. Any indirect effects of the project, in combination with past, present, and probable future projects, are anticipated to be consistent with the SCAG adopted growth projects and accounted for within cities' plans, which already account for population increases in planning for libraires. Therefore, a significant cumulative impact is not expected. Moreover, the project's incremental contribution to any such impact would not be cumulatively considerable.

Findings

For the reasons stated above and based on substantial evidence in the record as a whole, Metro finds that the Hawthorne Option's incremental contribution to cumulatively significant impacts related to schools, parks, and libraries during construction and operation would not be cumulatively considerable. Metro also finds that the Hawthorne Option, in combination with past, present and probable future projects, would not result in a significant cumulative impact related to fire or police protection services during construction or operation.

8. FINDINGS FOR ALTERNATIVES

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

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

In accordance with CEQA Guidelines Section 15126.6(a), a range of feasible alternatives was identified and evaluated in a manner intended to foster meaningful public participation and support informed decision making. A detailed description of the project alternatives is provided in Chapter 2, Project Description, and Chapter 4, Evaluation of Alternatives, of the Draft EIR.

8.1. NO PROJECT ALTERNATIVE

The No Project Alternative, required by CEQA Guidelines Section 15126.6(e)(2), assumes that the project would not be implemented. As part of the No Project Alternative, no additional light rail tracks or stations would be added south of the existing light rail terminus at the Redondo Beach (Marine) Station. The No Project Alternative is based on a review of local general plans, capital improvement programs, and regional transportation plans, including the SCAG 2020-2045 RTP/SCS and Metro's 2020 Long-Range Transportation Plan (LRTP).

As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, the No Project Alternative would avoid all construction disruption and construction-related environmental impacts. However, the No Project Alternative would conflict with regional and local programs, plans, ordinances, and policies related to transportation, land use and planning, air quality, GHG emissions, and energy. It would also constrain opportunities for transit-oriented development and related economic investment in station areas, leaving adopted regional growth plans unsupported by major transit infrastructure. The No Project Alternative would also not achieve or address any of the project objectives or benefits since it would not provide light rail service in the South Bay, achieve the air quality and reduction in GHG emissions, avoid or minimize environmental impacts to the maximum extent, nor provide equitable development opportunities as proposed by the Hawthorne Option. By failing to provide a transit solution, the No Project Alternative would exacerbate cumulative traffic, air quality, and GHG conditions by shifting growth-related travel demand onto already congested roadways.

Therefore, the No Project Alternative would not be consistent with the goals and objectives for the project. Thus, Metro adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

8.2. HIGH-FREQUENCY BUS ALTERNATIVE

The High-Frequency Bus (HFB) Alternative would implement a rapid bus service instead of a light rail extension. There would be four bus stops between the existing Redondo Beach (Marine) Station and Torrance TC. Physical improvements would be limited to new signs at bus stops, as well as shelters with solar lighting, benches, and trash receptacles, as a minimum level of bus stop amenities. Where practical, the HFB Alternative may include curb extensions, elimination of street parking, or other improvements to the sidewalk area near new bus stops. The HFB Alternative would also require a transfer at the Redondo Beach (Marine) Station in order for riders to continue further, increasing travel time and potential delays. Travel times from end to end would be about 25 minutes, which is faster than local bus service (approximately one hour, with a transfer), but slower than the travel times expected from the Hawthorne Option. The HFB Alternative would create a duplication of service for Torrance Line 8.

As described in Chapter 4, Evaluation of Alternatives, of the Draft EIR, the HFB Alternative would reduce all significant impacts to a less than significant level, have the shortest construction period, and the lowest costs of all the alternatives, including the Hawthorne Option. While the HFB Alternative would meet the objectives of the project to some degree, the objectives would be better met by the Hawthorne Option, which would provide greater mobility benefits and VMT reductions. The HFB Alternative would offer less passenger capacity than the light rail alternatives and options. As traffic conditions worsen with projected population growth, the HFB Alternative may experience slower travel times and reduced reliability.

In addition, the HFB Alternative would not advance Metro's adopted regional transit expansion commitment or the SCAG RTP/SCS strategy of expanding high-capacity transit to meet climate and mobility goals to the degree that the Hawthorne Option would. The HFB Alternative would not provide the same long-term capacity for projected ridership, limiting Metro's ability to reduce VMT, GHG emissions, and regional air pollutants relative to the Hawthorne Option. The HFB Alternative would also provide fewer opportunities for equitable transit-oriented development near stations, reducing potential economic investment and housing opportunities compared to the Hawthorne Option. Because the HFB Alternative would require transfers and provide longer travel times, it would be less attractive to riders, particularly transit-dependent riders who would disproportionately bear the burden of slower and less reliable service.

Given the limited environmental benefits of the HFB Alternative and its limited ability to achieve the project's goals and objectives, Metro adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

8.3. ELEVATED/AT-GRADE ALIGNMENT

The Elevated/At-Grade Alignment, referred to as the Proposed Project in the Draft EIR, would remain within the Metro ROW for the 4.5-mile extension, generally paralleling the freight rail corridor and providing rail connections to the Redondo Beach TC and the Torrance TC. It would have at-grade crossings at 170th and 182nd Streets (rather than the short below-grade trench segments proposed for the 170th/182nd Grade-Separated Light Rail Transit Alternative).

As described in the 2025 Ridership Summary Report, the Elevated/At-Grade Alignment would have similar, basic benefits as the Hawthorne Option, which include an annual VMT reduction, increased ridership and travel time savings, direct access to other transit networks, and station areas. However, the Hawthorne Option would generate higher ridership than the Elevated/At-Grade Alignment. Specifically, the Hawthorne Option is estimated to generate approximately 4.98 million annual project trips and 1.75 million annual new riders, compared to approximately 3.68 million annual project trips and 1.49 million annual new riders for Metro ROW alignments, including the Elevated/At-Grade Alignment. Although the Elevated/At-Grade Alignment would complete construction sooner than the Hawthorne Option and has a lower capital cost compared to the Hawthorne Option, it would result in significant and unavoidable noise impacts during operations due to the light rail crossing gates and warning bells required for at-grade crossings. These impacts could not be reduced to less than significant levels with feasible mitigation.

The Elevated/At-Grade Alignment would also result in a significant and unavoidable vibration damage impact during construction because it would require reconstruction of the existing Grant Avenue freight bridge—an impact that would not occur under the Hawthorne Option. Even with implementation of mitigation measures, the Elevated/At-Grade Alignment would still result in a significant and unavoidable vibration damage impact to one structure during construction, as well as the temporary vibration annoyance impacts similar to those anticipated for the other light rail alternatives and options.

In sum, compared to the Hawthorne Option, the Elevated/At-Grade Alignment would result in greater significant and unavoidable impacts without providing any additional long-term environmental benefits. Although the Elevated/At-Grade Alignment would have lower construction costs and a nearer opening date of revenue service than the Hawthorne Option, these advantages are outweighed by the increased operational noise and construction vibration damage impacts. No feasible mitigation measures are available to reduce the significant and unavoidable operational noise and construction vibration damage impacts to less than significant levels. Thus, Metro adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

8.4. TRENCH OPTION

The Trench Option is similar to the Elevated/At-Grade Alignment but would include a continuous below-grade trench between Inglewood Avenue and 170th Street as well as a short trench under 182nd Street to grade-separate the light rail crossing.

As described in the 2025 Ridership Summary Report, the Trench Option would achieve similar basic benefits as the Hawthorne Option, including an annual VMT reduction, increased ridership and travel time savings, direct access to other transit networks, and opportunities for station area development. However, the Hawthorne Option would generate higher ridership than the Trench Option. Specifically, the Hawthorne Option is estimated to generate approximately 4.98 million annual project trips and 1.75 million annual new riders, compared to approximately 3.68 million annual project trips and 1.49 million annual new riders for Metro ROW alignments, including the Trench Option. The Trench Option would also require a longer overall construction period than the Hawthorne Option. Unlike the Hawthorne Option, the Trench Option would require deep excavations to avoid an underground storm drain near Inglewood Avenue and Manhattan Beach Boulevard, an area that includes shallow groundwater and known soil and groundwater contamination. As a result, the Trench Option would involve complex dewatering and groundwater management procedures to prevent migration or release of contaminated groundwater. Constructing a lengthy trench (approximately two miles) in close proximity to residential

neighborhoods while maintaining active freight operations would also create logistical and engineering challenges.

Moreover, unlike the Hawthorne Option, the Trench Option would cause significant and unavoidable air quality impacts during construction, which could not be mitigated to less than significant levels. The more complex trench design would also increase community disruption during construction, including greater truck hauling, dust, and noise near sensitive residential uses.

In comparison to the Hawthorne Option, the Trench Option would, therefore, achieve no additional long-term benefits while imposing a longer overall construction period, and significant and unavoidable construction-related air quality impacts.

Accordingly, although the Trench Option would meet many project objectives, it would do so less effectively than the Hawthorne Option and with greater adverse impacts. Metro, therefore, adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

8.5. 170TH/182ND GRADE SEPARATED LIGHT RAIL TRANSIT ALTERNATIVE (LPA)

Construction and operation of the 170th/182nd Grade Separated Light Rail Transit Alternative, selected in May 2024 as the Locally Preferred Alternative (LPA), would be similar to the Elevated/At-Grade Alignment, except for the area between 170th and 182nd Streets, where the alignment would be in a trench to fully grade separate light rail. The two grade separations, with mitigations, eliminate significant noise impacts during operations and significant vibration impacts during construction related to building damage. However, due to less excavation than the Trench Option, this alternative reduces air quality impacts during construction to less than significant, similar to the Hawthorne Option. The LPA and Hawthorne Option have comparable environmental impacts; each would have significant and unavoidable construction noise and construction vibration (annoyance) impacts.

Metro's technical comparisons show that the Hawthorne Option would generate higher ridership and new riders than the LPA. Specifically, the Hawthorne Option is estimated to generate approximately 4.98 million annual project trips and 1.75 million annual new riders, compared to approximately 3.68 million annual project trips and 1.49 million annual new riders for the Metro ROW alignments, including the LPA.

The Hawthorne Option also performs well in terms of station-area redevelopment potential. Metro's comparative summary characterizes TOD opportunities for the Hawthorne Option's station area as high, reflecting that the option would place a station near the South Bay Galleria area. (Metro Board Report, for the May 23, 2024 Regular Board Meeting, File #: 2024-0272).

Metro recognizes that the Hawthorne Option has a greater capital cost, requires additional third-party approvals and introduces specific construction and permitting challenges, including a Caltrans encroachment permit, potential federal environmental documentation, complex utility relocations, with construction staged largely within the roadway and affecting a heavily traveled corridor with substantial business frontage, and permanent commercial property acquisitions. However, even with these challenges, Metro finds that the Hawthorne Option is a strong mobility option with high projected annual project trips and annual new riders, which help it achieve the basic objectives of the Project to improve mobility within the South Bay and encourage mode shift.

Thus, Metro finds that the Hawthorne Option is more desirable from a policy standpoint than the LPA.

8.6. FINDINGS FOR THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be identified. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts, regardless of its ability to meet the project objectives. If the environmentally superior alternative is the No Project alternative, the EIR must also identify an environmentally superior alternative among the other alternatives.

As described in Chapter 4, Evaluation of Alternatives, in the Draft EIR, the HFB Alternative would be the environmentally superior alternative, as it would avoid all significant environmental impacts. However, while the HFB Alternative would minimize impacts, it would not realize the same level of benefits from VMT reduction, air quality improvements, GHG emissions reduction, energy savings, and equitable access. Accordingly, although the HFB Alternative is the environmentally superior alternative in terms of impact avoidance, the Hawthorne Option is the superior alternative among those that feasibly meet the project objectives, because it provides the most effective balance of environmental protection, mobility improvements, and consistency with regional and local plans. Thus, with respect to the environmentally superior alternative, Metro adopts CEQA Finding 3, as identified in Section 3 above and in Section 15091, subdivision (a)(3) of the CEQA Guidelines.

9. FINDINGS FOR MITIGATION MEASURES

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

In determining whether a mitigation measure is "feasible" under CEQA, an agency may consider whether that mitigation measure will promote the project's objectives and goals. (*Sequoyah Hills Homeowners Assn.*, *supra*, 23 Cal.App.4th at p. 715; *California Native Plant Society, supra,* 177 Cal.App.4th at p. 1001.) The feasibility determination also "encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar*, *supra*, 133 Cal.App.3d at p. 417; *California Native Plant Society*, *supra*, at p. 1001.) Broad policy decisions come into play when determining whether mitigation measures are feasible. (See *Ibid*.)

The Metro Board has considered every mitigation measure recommended in the Draft EIR and Final EIR. Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. The MMRP will be adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the project.

Regarding the project features, the Metro Board finds and affirms that these features are integral components of the project itself, not mitigation measures. They were included in the project description and evaluated in the Draft and Final EIR as part of the proposed project, rather than being imposed after the fact to reduce significant impacts. In approving the project, Metro commits to full implementation of the project features identified in the Draft and Final EIR.

Some comments on the Draft EIR suggested additional mitigation measures or modifications to the mitigation measures recommended in the Draft EIR. As shown in Chapter 4, Corrections and Additions, of the Final EIR, Metro added or revised project features and mitigation measures in response to comments. In response to other comments, Metro explained why suggested mitigation measures were not feasible or not superior to the mitigation measures already identified in the Draft EIR. The Metro Board agrees with the Final EIR in those instances when proposed mitigation measure revisions were not accepted, and hereby ratifies, adopts, and incorporates the Final EIR's reasoning on these issues.

10. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to PRC Section 21081, subdivision (b) and CEQA Guidelines Section 15093, if an EIR demonstrates that a project will result in one or more significant and unavoidable environmental impacts, the lead agency may nonetheless approve the project if it determines that the project's economic, social, environmental, or other benefits outweigh those impacts. This determination is embodied in a Statement of Overriding Considerations.

CEQA requires that such a statement be supported by substantial evidence in the record and reflect the lead agency's balancing of the project's benefits against its environmental consequences. In making this determination, the agency exercises its discretion to weigh competing policy considerations, including statewide and regional objectives, local planning goals, and community needs. The statute expressly recognizes that public agencies may approve projects with unavoidable impacts where there are countervailing benefits, and the courts have confirmed that the responsibility for striking this balance rests squarely with the decision-making body.

As the lead agency for the project, the Metro Board has both the authority and the responsibility under CEQA to make this policy judgment. In adopting this Statement of Overriding Considerations, the Metro Board exercises its discretion to determine that the benefits of the Hawthorne Option outweigh the project's significant and unavoidable impacts, and that approval of the project is, therefore, appropriate under CEQA.

10.1. SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Hawthorne Option would result in temporary significant and unavoidable impacts for noise and vibration during construction.

Impact 3.6-4.1: Ambient Noise During Construction

The project would result in temporary and periodic increases in ambient noise levels due to construction activity that would exceed FTA standards. While Mitigation Measure MM-NOI-1 (Noise Control Plan) would be implemented as part of the project, which would include noise-reducing measures, there would still be temporary or periodic increases in ambient noise levels that exceed FTA construction impact criteria. There are no feasible mitigation measures to reduce construction noise levels below the FTA's threshold of significance. Therefore, the significant and unavoidable impact related to construction noise would remain.

Impact 3.6-4.3: Ground-Borne Vibration Annoyance During Construction

Construction of the Hawthorne Option would result in significant annoyance vibration impacts, resulting from operation of construction equipment (e.g., vibratory roller and impact pile driver) near residential structures and sensitive land uses. Mitigation Measures MM-VIB-1 (Vibration Control Plan) and MM-VIB-2 (Construction Equipment Location) would reduce vibration impacts, but it would not be feasible to limit the use of all types of equipment, as some pieces of equipment cannot be modified or replaced. Therefore, the significant and unavoidable impact related to vibration annoyance during construction would remain.

10.2. OVERRIDING BENEFITS OF THE PROJECT

The Metro Board has carefully weighed the benefits of the Hawthorne Option against its significant and unavoidable impacts identified above. As discussed in Section 10.1, these impacts consist of temporary construction-period noise and vibration (annoyance) impacts. The Metro Board finds that, even assuming these impacts, the Hawthorne Option would generate specific economic, social, environmental, and other benefits that outweigh the adverse impacts. Each benefit described below constitutes a separate and independent basis for approving the Hawthorne Option, and any one of them, standing alone, would be sufficient to override the significant and unavoidable impacts. Considered together, these benefits provide compelling and overwhelming justification for approval of the Hawthorne Option.

- **Increased Transportation Mobility**: The South Bay currently lacks fast, frequent, and reliable transit connections to the rest of Los Angeles County, limiting access to jobs, services, and key destinations The project addresses these challenges and would substantially expand access to opportunities for residents and workers throughout the South Bay and the greater Los Angeles region. Approximately 4.98 million boardings are expected each year, including approximately 1.75 million annual new riders to the Metro system. By extending the K Line south to Torrance, the project would also integrate two new bus transit centers into the existing regional rail and bus network and provide seamless connections to the LAX/Metro Transit Center located at LAX, as well as the broader regional system. These connections would significantly improve transit mobility for South Bay residents and strengthen the regional multimodal transportation network.
- **Reduced Travel Times**: The project would provide a direct, one-seat ride from the Torrance TC to LAX in 19 minutes. This represents a significant travel time saving compared to existing conditions and would markedly improve connections between the South Bay, the airport, and the greater Los Angeles area. By providing faster, more reliable service, the project would link many Equity Focus Communities to major employment and activity centers along the Metro C, K, and E Lines, thereby improving access to jobs, education, health care, and other essential services. These mobility benefits would enhance regional competitiveness and promote equitable access to opportunities.
- **Environmental Benefits**: The project would divert vehicle trips from congested freeways and arterial streets, thereby reducing VMT. Reductions in VMT translate into reductions in air pollutants and GHG emissions. These benefits are consistent with, and help advance, regional and statewide policy commitments to address climate change and improve air quality, including implementation of SB 375, California's Scoping Plan under AB 32 and SB 32, and SCAG's RTP/SCS. By shifting drivers to transit, the Hawthorne Option would help address climate change and reduce congestion, with anticipated reductions of approximately 42,951 million VMT per day and 1,871.18 $MTCO_2e$ per year.
- **Economic Development and Job Creation**: The project would generate substantial economic benefits through both short-term construction employment and long-term economic growth. During construction, the project is expected to create 15,000 jobs in the Los Angeles region, including skilled trade and apprenticeship opportunities that support local workforce development and disadvantaged communities. Consistent with Metro's commitment to small business participation and disadvantaged business enterprises, the project would also create contracting opportunities for local firms. Over the long term, the project would help catalyze investment in station areas, thereby supporting new housing, commercial space, and transit-oriented development and stimulating sustained economic activity and expanding the local tax base. These benefits would extend beyond the immediate corridor and strengthen the region's overall economic vitality.

- **Equity Benefits**: The project would provide particular benefits for Equity Focus Communities in the South Bay and South Los Angeles, where many residents are transit-dependent and face disproportionate transportation cost burdens. By offering a fast, reliable, and affordable connection to major employment and activity centers, the project would expand access to jobs, education, health care, and other essential services. The project would also reduce exposure to harmful air pollutants in these communities by shifting trips away from single-occupancy vehicles and reducing emissions in areas already burdened by poor air quality. By advancing Metro's adopted equity policies and state commitments to environmental justice, the project would meaningfully improve mobility, affordability, and health outcomes for historically underserved populations. Additionally, Metro has engaged in, and would continue to engage in, extensive public outreach to ensure that community perspectives are reflected in the project's development.
- **Consistency with Regional and Local Planning Documents**: The project advances the region's collective commitments to mobility, equity, air quality, and climate goals. The project is identified as a priority investment in Metro's 2020 Long Range Transportation Plan and SCAG's 2020–2045 RTP/SCS and 2024–2050 RTP/SCS. Advancing the project directly implements these adopted plans, which establish the region's strategy for reducing GHG emissions, supporting sustainable growth, and expanding high-capacity transit. At the local level, the project is consistent with the general plans of the corridor cities, which encourage transit. Failure to implement the project would frustrate these adopted plans and undermine the region's ability to achieve its climate and sustainability goals.

Based on the foregoing findings, the Metro Board determines that the economic, social, and environmental benefits of the Hawthorne Option outweigh the significant and unavoidable impacts identified in the Final EIR and the record of proceedings. In making this determination, the Metro Board has carefully balanced the benefits of the Hawthorne Option against its unavoidable impacts and concludes that approval of the Hawthorne Option is appropriate under CEQA. The Metro Board further finds that each one of the foregoing benefits, independent of the others, provides a sufficient basis to approve the Hawthorne Option notwithstanding its unavoidable significant impacts.

ACRONYMS

ACM	Asbestos-Containing Material
ADL	Aerially deposited lead
ATCM	Airborne Toxic Control Measure
BACT	Best Available Control Technology
bgs	Below Ground Surface
BMP	Best Management Practice
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standards
CalGEM	California Geologic Energy Management Division
CALGreen Code	California Green Building Standards Code
CAMUTCD	California Manual on Uniform Traffic Control Devices
CARB	California Air Resource Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CO	Carbon Monoxide
CPTED	Crime Prevention through Environmental Design
CPUC	California Public Utilities Commission
CRMMP	Cultural Resources Monitoring and Mitigation Plan
CTMP	Construction Traffic Management Plan
CWA	Clean Water Act
CY	Cubic Yard
dBA	Decibels A
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FRA	Federal Railroad Administration
GHG	Greenhouse Gasses
HFB	High-Frequency Bus
JWPCP	Joint Water Pollution Control Plant
kWh	Kilowatt-Hours
LACDPW	County of Los Angeles Department of Public Works
LAX	Los Angeles International Airport
LBP	Lead-Based Paint
LED	Light Emitting Diode
L_{eq}	Equivalent Continuous Sound Level
LID	Low Impact Development

LPA	Locally Preferred Alternative
LRTP	Long-Range Transportation Plan
MBTA	Migratory Bird Treaty Act
MDE	Maximum Design Earthquake
Metro	Los Angeles County Metropolitan Transportation Authority
Metro ROW	Metro-owned right-of-way
MJ	Megajoule
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MRDC	Metro Rail Design Criteria
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
$MTCO_e$	Metric tons of carbon dioxide equivalent
MWh	Megawatt-Hours
NAAQS	National Ambient Air Quality Standards
NOP	Notice of Preparation
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
O_3	Ozone
ODE	Operating Design Earthquake
PCB	Polychlorinated Biphenyls
PF	Project Feature
$PM_{2.5}$	Particulate Matter Less than 2.5 Microns in Diameter
PM_{10}	Particulate Matter Less than 10 Microns in Diameter
PRC	Public Resources Code
PRMMP	Paleontological Resources Monitoring and Mitigation Plan
RSA	Resource Study Area
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SOI	Secretary of the Interior
SSDC	Supplemental Seismic Design Criteria
SVP	Society of Vertebrate Paleontology
SWQDv	Stormwater Quality Design Volume
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TC	Transit Center
Torrance TC	Mary K. Giordano Regional Transit Center
TPSS	Traction Power Substation
TWW	Treated Wood Waste
USEPA	United States Environmental Protection Agency
VdB	Velocity Level Decibels

VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WDR	Waste Discharge Requirements

Los Angeles County
Metropolitan Transportation Authority

Mitigation Monitoring and Reporting Program

December 2025



Metro

1. INTRODUCTION

Public Resources Code, under Section 21081.6, requires the lead agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment."

As lead agency, Metro is responsible for administering and implementing a Mitigation Monitoring and Reporting Report (MMRP) for the Project. A Draft and Final Environmental Impact Report (EIR) has been prepared to evaluate potential environmental impacts of the Project and recommend mitigation measures adopted for the Project are implemented in compliance with Public Resources Code section 21081.6 and CEQA Guidelines (14 Cal. Code Regs.) section 15097. The purpose of the MMRP is to ensure implementation of the mitigation measures identified in the Final EIR and approved for the Project. The MMRP provides a means for monitoring and documenting the implementation of mitigation measures, thereby ensuring that the measures are completed in a timely and effective manner. Mitigation measures apply to all alignments unless otherwise noted. Table 1 provides the following information for each adopted mitigation measure:

- Compliance Action/Deliverable – The specific action(s) or documentation that has been identified to demonstrate compliance with the mitigation measure.
- Responsible Party – Metro is ultimately responsible for ensuring implementation of all mitigation measures. In many cases, Metro will rely on its contractors, consultants, or qualified specialists (e.g., a qualified biologist, archaeologist, or paleontologist) to carry out specific actions or deliverables. Table A identifies these entities for clarity, but Metro retains overall responsibility for implementation.
- Enforcement Agency – Metro is generally responsible for monitoring and verifying compliance. Where another agency has permitting or statutory authority, that agency is identified. Listing another agency in this column does not expand Metro's legal authority or reduce Metro's responsibility under CEQA to ensure implementation to the extent feasible.
- Monitoring/Compliance Schedule – The timing of implementation, including the applicable phase(s) of the project.
- Verification of Compliance – Confirmation that the mitigation measure has been implemented, as documented by initialing, dating, and signing.

In addition to mitigation measures, the Project includes project features, which are integral components of the Project design rather than measures to reduce environmental impacts. These features reflect Metro's standard design practices, commitments to regulatory compliance, and the application of best practices in transit construction and operation. Because they are part of the Project itself, project features are not mitigation measures under CEQA; however, they are included in this MMRP to ensure clarity regarding implementation and verification. The project features are presented as an attachment to this MMRP, as well as in Appendix 2-C, Project Features, of the Draft EIR and Chapter 4, Corrections and Additions, of the Final EIR.

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
Land Use							
Hawthorne Option Only	MM-LU-1: Temporary Crossings Where construction requires the closure of crosswalks or other pedestrian roadway crossings and an alternate crossing route does not exist within 1,000 feet of the closed crossing, the contractor shall provide a temporary alternate crossing nearby. These temporary crossings shall be identified in the construction traffic management plans for the cities of Lawndale, Redondo Beach, and Torrance, described in Project Feature T-1, which would be completed prior to the issuance of a building permit for the Hawthorne Option and the initiation of major roadway work. The plan shall identify the placement of temporary pedestrian crossings to ensure safe pedestrian crossings near all closed roadway crossings where an alternate crossing is not available within 1,000 feet.	Incorporate temporary crossing requirements into the construction traffic management plans.	Metro	Metro	Final Design (prior to permit issuance and initiation of major roadway work)		
		Install and maintain temporary pedestrian crossings as specified in the approved construction traffic management plans.	Contractor	Metro	Construction (as roadway crossings are closed)		
Visual & Aesthetics							
MM-AES-1: Construction Lighting During nighttime construction activities lighting, including “down lighting,” shall be directed toward the interior of the construction staging area and shall be shielded so that it would not spill over into adjacent light-sensitive areas.		Incorporate lighting requirements into applicable construction contract documents.	Metro	Metro	Final Design		
		Install and maintain nighttime construction lighting directed toward the interior of the construction staging areas, with shielding if needed to prevent spillover into adjacent light-sensitive areas.	Contractor	Metro	Construction (all nighttime activities)		
Air Quality							
Trench Option Only	MM-AQ-1: Zero or Near Zero Emissions Haul Trucks Metro shall require Zero Emissions (ZE) or NZE Near Zero Emissions (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet or exceed the CARB’s adopted optional NOx emissions standard at 0.02 grams/brake-horsepower hour (g/bhp-hr), if and when feasible. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and make the records available for inspection. Metro shall conduct regular inspections to the maximum extent feasible to ensure compliance.	Incorporate ZE/NZE truck requirements into applicable construction contract documents.	Metro	Metro	Final Design		
		Maintain records and other related documents of all trucks used in construction to demonstrate compliance with emission standards.	Contractor	Metro	Construction		
		Conduct regular inspections.	Contractor	Metro	Construction		
		Use on-road haul and heavy-duty trucks that meet CARBS optional NOx emissions standard of 0.02 g/bhp-hr (or better).	Contractor	Metro	Construction		
Noise & Vibration							
MM-NOI-1: Noise Control Plan Metro’s contractor shall develop a Noise Control Plan demonstrating how the Federal Transit Administration (FTA) 1-hour Leq noise criteria would be achieved during construction. The Noise Control Plan shall be prepared by a board-certified acoustical engineer. The FTA 1-hour Leq construction noise standards are as follows: Residential daytime standard of 90 A-weighted decibels (dBA) Equivalent Continuous Sound Level		Develop a Noise Control Plan (by a board-certified acoustic engineer) demonstrating compliance with FTA 1-hour Leq construction noise criteria and local noise ordnance/variances.	Metro	Metro	Final Design		
		Incorporate noise control requirements into applicable construction contract documents.	Metro	Metro	Final Design		

Mitigation Measure	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
(Leq) and nighttime standard of 80 dBA Leq, and Commercial and Industrial daytime standard of 100 dBA Leq and nighttime standard of 100 dBA Leq. The Noise Control Plan shall be designed to follow Metro requirements, and shall include measurements of existing noise, a list of the major pieces of construction equipment that would be used, predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities), and noise mitigation measures to be implemented to achieve compliance with applicable noise thresholds. The Noise Control Plans must be approved by Metro prior to initiating noise-generating construction activities. The contractor shall conduct continuous noise monitoring to demonstrate compliance with the FTA 1-hour Leq noise limits. If the FTA 1-hour Leq criteria are exceeded, the contractor shall implement alternative construction measures to reduce construction noise as much as feasible. The contractor shall establish a public information and complaint system. The contractor shall respond to and provide corrective action for complaints filed within a time period of 24-hours. In addition, Metro shall comply with local noise ordinances when applicable, including by obtaining a variance(s) from the applicable local jurisdiction when nighttime work is required. Noise-reducing methods that may be implemented by the contractor include: > Construction activities shall be limited to daytime hours, except when nighttime work is necessary due to utility coordination, safety considerations, traffic minimization, or other conditions requiring a nighttime variance. In such cases, the contractor shall obtain a variance from the applicable jurisdiction and demonstrate that noise control measures will maintain noise levels below FTA and local standards. > Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers may be used. > Limit unnecessary idling of equipment. > Install temporary/movable noise barriers or noise-control curtains, where feasible and as required by the Noise Control Plan. > Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers. > Limit impact pile driving where feasible and effective. > Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible. > Minimize the use of impact devices such as jackhammers and hoe rams, using concrete crushers and pavement saws instead.	Implement noise reduction measures identified in the approved Noise Control Plan, including complaint response procedures; Maintain documentation of compliance.	Contractor	Metro	Construction		
	Conduct continuous noise monitoring during construction and implement corrective actions if thresholds are exceeded; Maintain documentation of monitoring and corrective actions.	Contractor	Metro	Construction		
MM-NOI-2: Soundwalls Where feasible, soundwalls shall be placed at the edge of the near light rail track with appropriate setback distance from the tracks or at the edge of elevated structures to reduce noise related to light rail vehicles as required to meet FTA criteria. Height,	Incorporate soundwall design requirements (location, height, length, materials, treatments) into final design plans to ensure compliance with FTA noise criteria.	Metro	Metro	Final Design		
	Incorporate soundwall construction requirements into contract documents.	Metro	Metro	Final Design		

Mitigation Measure		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
length, and need for absorptive noise-reducing materials will be finalized during final design as necessary to reduce noise from light rail trains to below the FTA moderate impact criteria, as feasible. Materials, color, landscaping, and/or other aesthetic treatments would also be integrated into the design of the soundwall to minimize dominance and scale.[1] --- [1] The applicability of the term "feasible" applies only to the Elevated/At-Grade Alignment (the "Proposed Project" in the Draft EIR). Specifically, as explained on page 36-100 of the Draft EIR, with respect to the Elevated/At-Grade Alignment, soundwalls would not be feasible at the 170th Street and 182nd Street at-grade crossing because vehicle travel must be maintained. The "where feasible" and "as feasible" text in MM-NOI-2 was included in MM-NOI-2 to address this specific physical constraint for the Elevated/At-Grade Alignment. This qualifying language does not apply to the LPA, the Trench Option, or the Hawthorne Option, which do not have at-grade crossings or other physical constraints that would prevent construction of the soundwalls as necessary to reduce operational noise impacts of the light rail to below the FTA significance thresholds with mitigation		Construct soundwalls consistent with approved design plans, integrating aesthetic treatments where specified.	Contractor	Metro	Construction		
MM-NOI-3: Low Impact Frogs Low impact frogs (crossing point of two rails) shall be installed to reduce crossover impact noise where necessary to reduce noise from light rail trains to below the FTA moderate impact criteria. Locations shall be verified during final design as necessary to reduce noise from light rail trains to below the FTA moderate impact criteria.		Verify locations where low impact frogs are required during final design to ensure compliance with FTA noise criteria.	Contractor	Metro	Final Design		
		Install low impact frogs.	Contractor	Metro	Construction		
Elevated/At-Grade Alignment, Trench Option, and LPA Only	MM-NOI-4: Quiet Zone Establishment (Elevated/At-Grade Alignment, Trench Option, and Hybrid Alternative/Locally Preferred Alternative) Metro shall cooperate with the City of Lawndale, City of Redondo Beach, and City of Torrance to provide support and guidance during the quiet zone establishment process. The cities shall comply with Federal Railroad Administration (FRA) requirements (49 CFR Section 222.35 to Section 222.57) to establish a quiet zone(s) from north of Inglewood Avenue to south of 182nd Street, including by providing written notice to BNSF Railway (BNSF), Metro, and the California Public Utilities Commission (CPUC) on its intent to establish a quiet zone(s) for the listed freight crossings: >Inglewood Avenue >Manhattan Beach Boulevard >159th Street >160th Street	Metro to coordinate with the Cities of Lawndale, Redondo Beach, and Torrance by providing technical documentation of quiet zone ready design and construction (see PF-NV-1).	Metro	Metro	Final Design		
		Cities of Lawndale, Redondo Beach, and Torrance to comply with FRA requirements (49 CFR §§ 222.35–222.57) by submitting a Notice of Intent and subsequent Notice of Establishment to FRA, BNSF, CPUC, and Metro to establish the quiet zone(s).	City of Lawndale, City of Redondo Beach, City of Torrance	CPUC	Prior to commencement of rail operations (*if Cities do not act, the noise impact would remain significant and unavoidable, as explained in the CEQA Findings*)		

Mitigation Measure		Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
	>161st Street >162nd Street >170th Street >182nd Street	Metro to maintain records of coordination and communications with the Cities.	Metro	Metro	Prior to commencement of rail operations (*if Cities do not act, the noise impact would remain significant and unavoidable, as explained in the CEQA Findings*)		
Hawthorne Option Only	MM-NOI-5: Wheel Squeal Noise Monitoring Metro shall conduct wheel squeal noise monitoring prior to the start of revenue operations to determine if wheel squeal is occurring at the listed curves with a radius less than 1,000 feet located near sensitive receptors. If wheel squeal occurs, Metro shall use wayside rail lubrication as necessary to ensure wheel squeal does not occur and to reduce noise from light rail trains to below the FTA moderate impact criteria. >Curve between Santa Fe Avenue and Inglewood Avenue >Curve between 161st Street and 163rd Street	Conduct wheel squeal monitoring at designated curves (Santa Fe Ave–Inglewood Ave and 161st–163rd Street) prior to revenue operation; if monitoring finds wheel squeal, implement wayside rail lubrication to reduce noise below FTA moderate impact criteria; Maintain documentation of monitoring and corrective actions.	Contractor	Metro	Prior to commencing revenue operations		
	MM-VIB-1: Vibration Control Plan Prior to construction, the contractor would prepare a Vibration Control Plan demonstrating how the FTA building damage risk criteria and the FTA vibration annoyance criteria would be achieved. The Vibration Control Plan must be approved by Metro prior to initiating vibration-generating construction activities and include the requirement that the contractor, in coordination with Metro and the City of Torrance Public Works Department, shall notify nearby receptors, including businesses near Del Amo Bridge, of pile-driving activities at least 72 hours in advance. The Vibration Control Plan would include a list of the major pieces of construction equipment that would be used, and the predictions of the vibration levels at the closest sensitive receivers. The contractor would conduct continuous vibration monitoring to demonstrate compliance with the vibration limits. Where the construction cannot be performed to meet the vibration criteria, the contractor would investigate alternative means and methods of construction measures to reduce vibration levels as much as feasible.	Incorporate vibration control requirements into applicable construction contract documents to ensure contractor responsibilities for plan preparation, notification, monitoring, and corrective actions.	Metro	Metro	Final Design		
		Prepare a Vibration Control Plan demonstrating compliance with FTA building damage risk criteria and vibration annoyance criteria; submit for Metro approval prior to vibration-generating construction activities.	Contractor	Metro	Prior to Construction		
		Contractor, in coordination with Metro and City of Torrance Public Works Department, to notify nearby receptors of pile-driving activities at least 72 hours in advance.	Contractor	Metro	Prior to Construction (at least 72 hours before pile driving);		
		Implement measures identified in the approved Vibration Control Plan during construction; Conduct continuous vibration monitoring during vibration-generating activities and implement alternative means/methods if criteria are exceeded.	Contractor	Metro	During Construction		
		Maintain records of notice, monitoring and corrective actions.	Contractor	Metro	During Construction		
	MM-VIB-2: Construction Equipment Location To address potential building damage, the following measures would be implemented.	Incorporate vibration control requirements into construction contract documents, including restrictions on vibratory rollers and pile driving.	Metro	Metro	Final Design		
		Limit vibratory pile driving to no closer than 22 feet from the nearest sensitive structure; where closer pile driving is unavoidable, use alternative technology (e.g., CIDH);	Contractor	Metro	Construction		

Mitigation Measure	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
>Where a vibratory roller would be operated within 26 feet of a building structure, the vibratory roller shall be operated in static mode only. >Where pile driving is needed, the use of vibratory pile driving would be limited to be no closer than 22 feet of the nearest sensitive structure. In areas adjacent to sensitive structures where the distance cannot be limited to 22 feet or greater, pile driving will use alternative technology such as cast-in-drilled hole (CIDH). >Limit the location of impact pile driving to the extent feasible.	Limit impact pile driving near sensitive structures to the extent feasible.					
	Install vibratory roller and operate vibratory rollers in static mode within 26 feet of a building.	Contractor	Metro	Construction		
MM-VIB-3: Pre- and Post-Construction Surveys In the areas where impact pile driving is required, where MM-VIB-1 and MM-VIB-2 cannot reduce vibration levels to below the damage threshold of 0.2 inch/sec PPV, the contractor would conduct a pre- and post-construction survey of buildings by a qualified structural engineer to document pre-existing damage (such as cracked plaster, damaged windows, etc.) and any such damage that may have resulted because of construction activity. Based on the post-construction surveys, Metro's contractor shall repair damage where caused by construction.	Incorporate survey and repair requirements into construction contract documents.	Metro	Metro	Final Design		
	Retain a qualified structural engineer.	Contractor	Metro	Prior to Construction and Post-Construction		
	Conduct pre-construction surveys to document existing conditions (e.g., plaster cracks, window damage)	Contractor	Metro	Prior to Construction		
	Conduct post-construction surveys to identify any construction-related damage; Repair construction-related damage identified in post-construction surveys; Maintain documentation of surveys and repairs.	Contractor	Metro	Post-Construction		
MM-VIB-4: Low Impact Frogs Frogs with spring-loaded mechanisms shall be installed to close the gaps between running rails such that a 10 dB vibration reduction is achieved, and the impact is reduced to below FTA criteria (80 VdB for freight and 72 VdB for light rail). The locations of the frogs shall be verified during final design using a site-specific Detailed Vibration Assessment, including transfer mobility measurements, for the preferred alignment option (as per FTA Transit Noise and Vibration Impact Assessment Manual ("FTA guidance"), Section 6.5).	Conduct a site-specific Detailed Vibration Assessment during final design, including transfer mobility measurements, to verify locations where low impact frogs are required (per FTA Section 6.5 guidance).	Contractor	Metro	Final Design		
	Install low impact frogs at identified locations to achieve a 10 dB vibration reduction and ensure vibration levels are below FTA criteria (80 VdB for freight; 72 VdB for light rail).	Contractor	Metro	Construction		
MM-VIB-5: Resilient Fasteners Resilient fasteners shall be installed to fasten the rail to concrete track slabs or ties such that a minimum 5 dB vibration is achieved, and the impact is reduced to below FTA criteria (80 VdB for freight and 72 VdB for light rail). The locations of the resilient fasteners shall be verified during final design using a site-specific Detailed Vibration Assessment, including transfer mobility measurements, for the preferred alignment option (as per FTA guidance, Section 6.5).	Conduct a site-specific Detailed Vibration Assessment, including transfer mobility requirements, to verify locations where resilient fasteners are required (per FTA Section 6.5 guidance).	Contractor	Metro	Final Design		
	Install resilient fasteners at identified locations to achieve a minimum 5 dB vibration reduction and ensure vibration levels are below FTA criteria (80 VdB for freight; 72 VdB for light rail).	Contractor	Metro	Construction		
MM-VIB-6: Ballast Mats Ballast mats consist of a rubber or other type of elastomer pad that is placed under the track ballast. Ballast mats shall be installed such that a minimum 10 dB vibration	Conduct a site-specific Detailed Vibration Assessment during final design, including transfer mobility measurements to verify location where ballasts mats are required (per FTA Section 6.5 guidance).	Contractor	Metro	Final Design		

Mitigation Measure	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
reduction is achieved, and the impact is reduced to below FTA criteria (80 VdB for freight and 72 VdB for light rail). The locations of the ballast mats shall be verified during final design using a site-specific Detailed Vibration Assessment, including transfer mobility measurements, for the preferred alignment option (as per FTA guidance, Section 6.5).	Install ballast mats at identified locations to achieve a minimum 10 dB vibration reduction and ensure vibration levels are below FTA criteria (80 VdB for freight; 72 VdB for light rail).	Contractor	Metro	Construction		
Biological Resources						
MM-BIO-1: General Protection Measures to Avoid and Minimize Impacts on Sensitive Biological Resources	Retain a qualified biologist (approved by Metro) to oversee implementation of avoidance measures.	Contractor	Metro	Prior to Construction		
	Clearly identify, stake and fence construction work limits.	Contractor	Metro	Prior to Construction		

Mitigation Measure	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
Prior to the initiation of construction activities, construction work limits shall be defined and marked (i.e., by caution tape, temporary fencing, etc.). All temporary fencing or other markers must be clearly visible to construction personnel. Prior to and during construction, a qualified Biologist, selected by Metro, shall confirm that the outer perimeter of the construction work limits, fencing, and erosion control measures are properly installed and shall monitor compliance with these measures within and adjacent to the Open Space Preserve. No native vegetation removal or grading shall occur within any remaining areas of the Open Space Preserve. Fenced impact limits shall include erosion control measures to minimize erosion and siltation during initial vegetation clearing/removal and construction through the use of silt fencing, siltation basins, gravel bags, or other controls necessary to stabilize the soil in cleared or graded areas. Erosion control measures would be installed prior to the onset of vegetation clearing/removal. These measures would be maintained in good repair until the completion of construction. Vegetation clearing/removal during routine maintenance shall also include similar erosion control measures. Specific work areas within the Torrance TC Station site adjacent to portions of the Open Space Preserve that remain in place, if the City of Torrance does not relocate the Preserve to a different site prior to construction, shall include specific erosion and run-off control measures necessary to ensure no contaminants enter the fenced impact limits of the Open Space Preserve and consequently degrade any remaining habitat for the southern tarplant. These erosion and run-off control measures shall be implemented long-term per Regional Water Quality Control Board requirements to ensure the continued protection of the Open Space Preserve and quality of habitat within. These measures are in addition to, and not in lieu of, the compensatory mitigation requirements of MM-BIO-5, which shall be implemented prior to any ground-disturbing activities within the Southern Tarplant Open Space Preserve.	Install erosion and sediment control measures (e.g., silt fencing, basins, gravel bags) and maintain in good repair through construction.	Contractor	Metro	Prior to and During Construction		
MM-BIO-2: Nesting Bird Season Restrictions and Pre-Construction Surveys The clearance of vegetation or demolition of nesting substrate (i.e., bridge features) during construction shall occur outside of the nesting bird season (nesting bird season defined herein as February 1 through September 15), if feasible. If vegetation removal and/or demolition outside this time period is not feasible, the following additional	Incorporate nesting bird requirements into applicable construction documents.	Metro	Metro	Final Design		
	Retain a qualified biologist (familiar with southern California bird species) to conduct surveys and monitoring.	Metro (retain biologist) Qualified Biologist (surveys and monitoring)	Metro	Prior to Construction		

Mitigation Measure	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
measures shall be employed to avoid impacts to nesting birds protected under the MBTA and CFGC. A pre-construction nesting bird survey shall be conducted by a qualified biologist (i.e., a biologist familiar and experienced with the identification and life histories of wildlife and plant species in southern California) within 72 hours, or as determined by the qualified biologist, prior to the start of construction activities to determine whether active nests are present within or directly adjacent to the construction zone. Nests found shall be recorded. If construction activities must occur within 150 feet of an active nest of any passerine bird or within 300 feet of an active nest of any raptor, a qualified biologist shall monitor the nest on a bi-weekly (twice a week) basis, or at a frequency necessary to determine potential project impacts, and the construction activity shall be postponed until the biologist determines that the nest is no longer active. If the recommended nest avoidance zone is not feasible, the qualified biologist shall provide justification on a case-by-case basis if a buffer reduction is possible, taking into consideration the location of work and type of activity, distance of nest from work area, surrounding vegetation, and line-of-sight between the nest and work areas, tolerance of species to disturbance, and observations of the nesting bird's reaction to construction activities (including light, noise, dust, and human presence). If the biologist determines nesting activities may fail as a result of work activities, work activities shall be modified or shall temporarily cease (except access along established roadways) within the recommended no-disturbance buffer until the biologist determines the adults and young are no longer reliant on the nest site. Buffers shall be delineated (by or under the supervision of the qualified biologist) on-site with bright flagging, for easy identification by staff and the construction team. The perimeter of the buffer (150 feet to 300 feet depending on the species) shall be flagged so as not to draw predator attention to the direct location of the nest itself and flagging will be minimized where feasible. The on-site construction supervisor and operator staff shall be notified of the nest and the buffer limits to ensure it is maintained. The indirect impacts of night-time construction lighting on nesting birds outside the construction limits shall be reduced by shielding or directing construction lighting to avoid light encroachment into adjacent habitats. A summary of preconstruction surveys, monitoring efforts, and any no-disturbance buffers that were installed shall be documented in a report by the qualified biologist at the conclusion of each nesting season.	Conduct pre-construction bird surveys within 72 hours prior to vegetation clearance, demolition, or other disturbance during nesting season (February 1 – September 15).	Qualified Biologist	Metro	Prior to Construction		
	If active nests are found, establish no-disturbance buffers (150 feet for passerines; 300 feet for raptors), delineated with flagging. If a full buffer is not feasible, biologist to document justification and determine case-specific reduced buffer with monitoring. Biologist is to monitor active nests on a bi-weekly basis (as needed) until nests are no longer active.	Qualified Biologist	Metro	Prior to and During Construction		
	Contractor to modify or temporarily cease work if construction could cause nest failure.	Contractor (compliance with buffers and restrictions) Metro (compliance oversight)	Metro	Prior to and During Construction		
	Shield or direct construction lighting to avoid light spillover into adjacent nesting habitat.	Contractor	Metro	Prior to and During Construction		
	Prepare end-of-season report summarizing survey results, monitoring, buffers, and outcomes.	Metro (compliance oversight) Qualified Biologist (reporting)	Metro	End of nesting season		
MM-BIO-3: Roosting Bat Restrictions and Survey Requirements Prior to demolition permit issuance and in preparation for activities at the Del Amo Boulevard bridge and for other bridge modifications, a bat roost habitat assessment shall be performed by a qualified biologist (i.e., a biologist familiar with bat	Incorporate bat protection requirements into applicable construction contract documents.	Metro	Metro	Final Design		
	Retain a qualified bat biologist (familiar with bat ecology in Southern California).	Metro	Metro	Construction; Prior to demolition permit or bridge modification		

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identification and ecology in southern California) at each location in order to identify both potential day time and nighttime roosting activity and maternity roosts, for bat species with potential to occur. The bat roost habitat assessment shall be conducted during the spring/summer months between April 1 through August 31 to most effectively identify maternity roost activity. Signs indicating active use by bat species may include guano, urine staining, and audible vocalizations; and shall be recorded upon observation for inclusion in a summary report. If active maternity roosts are identified, consultation shall occur with CDFW and a bat mitigation plan shall be prepared in advance of construction that shall include measures to avoid, minimize, and mitigate project impacts to bat species per conversations with, and recommendations from, CDFW. The bat mitigation plan may include bat exclusion measures to be implemented outside the California maternity season (the maternity season is defined as April 1 through August 31 in southern California) in order to prevent potential direct impacts to individuals. During the maternity season, a recommended buffer shall be implemented around any active maternity roosts, and no project related activities shall occur within the buffer until a biologist has determined that the roost is no longer in use. In addition, the bat mitigation plan shall require the replacement of lost habitat associated with demolition of the bridges and shall include mitigation addressing loss of roosts; this replacement should be on site when feasible and off site only when on site replacement is not feasible. The mitigation plan shall include required monitoring of mitigation to ensure the success of the proposed mitigation measures.	Conduct bat roost assessments at bridges prior to demolition permit issuance or other bridge modification work, during summer months (April 1 – August 31), to identify potential roosting activity and maternity roosts.	Metro (compliance oversight) Qualified Biologist (conduct assessment)	Metro	Construction; Prior to demolition permit or bridge modification		
	If an active roost nest is identified: consult with CDFW; Prepare a bat mitigation plan in advance of construction, including measures for avoidance, exclusion (outside maternity season), buffers around active roots, and replacement of lost roosting habitat (on-site where feasible); Record signs of bat activity (guano, staining, vocalizations) and include findings in a summary report.	Contractor (comply with restrictions and buffers; habitat replacement) Metro (compliance oversight) Qualified Biologist (prepare mitigation plan; monitoring; reporting)	Metro	Construction; Prior to demolition permit or bridge modification		
MM-BIO-4: Pre-construction Rare Plant Survey Prior to construction, if the Open Space Preserve has not been fully relocated and portions of the Preserve remain, suitable habitat in the portion of the RSA immediately	Incorporate rare plant protection requirements into applicable construction contract documents.	Metro	Metro	Final Design		
	Retain a qualified botanist (familiar with southern tarplant identification).	Metro	Metro	Prior to Construction		

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adjacent to the Open Space Preserve shall be visually surveyed on foot by a qualified botanist (i.e., a botanist familiar with southern tarplant identification) in order to identify potential southern tarplant presence. Surveys should be conducted during the appropriate blooming period for optimal identification (defined as May – November). If individuals are detected, individuals shall be flagged, and this area shall be clearly marked for avoidance through visible signage and fencing. A buffer zone shall be established of at least 50 feet from the outermost perimeter of the population in order to sufficiently eliminate potential disturbance to the plants from human activity and any other potential sources of disturbance including trampling, erosion, and dust. No vegetation removal, grading, or other earthwork shall occur within areas designated for avoidance. These avoidance requirements apply to southern tarplant individuals outside the permanent impact footprint of the Project within the Open Space Preserve. Impacts to individuals within the permanent Project footprint shall instead be addressed through the compensatory mitigation requirements of MM-BIO-5. A qualified botanist shall perform bi-weekly (twice per week) site visits, or at a frequency necessary to ensure protection of any remaining areas of the Open Space Preserve, during all construction activities occurring immediately adjacent to any remaining areas of the Open Space Preserve to ensure construction activities remain within the designated, and delineated, approved construction area; and that construction fencing, and other boundary demarcations remain in the appropriate condition	Conduct a pre-construction rare plant survey in suitable habitat adjacent to the Open Space Preserve during the blooming period (May – November) to identify potential southern tarplant individuals.	Metro	Metro	Prior to Construction (during May–Nov blooming period)		
	If individuals are detected, implement a buffer zone by flagging and fencing the area; establish a minimum 50-foot avoidance buffer; Install visible signage to restrict access.	Contractor (compliance with fencing/signage requirements) Metro (compliance oversight) Qualified Botanist (conduct survey; establish buffer; monitoring)	Metro	Prior to and During Construction		
	Qualified botanist to perform bi-weekly site visits (or more frequently if needed) during construction to verify fencing, buffers, and compliance.	Metro (compliance oversight) Qualified Botanist (visit site/ verify fencing, buffers, and compliance)	Metro	During Construction		
MM-BIO-5. Off-site Mitigation for Southern Tarplant Habitat Prior to construction, Metro shall coordinate with the City of Torrance and CDFW to identify and evaluate one or more suitable off-site mitigation sites for southern tarplant habitat. The goal of this effort is to mitigate the permanent loss of southern tarplant habitat through the establishment, preservation, and long-term management of suitable off-site mitigation habitat. Metro shall ensure that mitigation occurs at a minimum 3:1 ratio for habitat area, or at a higher ratio if required by CDFW. A site-specific biological assessment, prepared by a qualified botanist (i.e., a botanist familiar with identification, survey, and management of southern tarplant), shall demonstrate that the selected mitigation site(s) have appropriate soil, hydrology, and ecological conditions to support self-sustaining, long-term tarplant populations. It is Metro's understanding that the City of Torrance is currently evaluating the relocation and re-establishment of the entire Open Space Preserve to the Elm Water Yard in the City of Torrance. If the City elects to proceed with that relocation, Metro may satisfy its mitigation obligation by entering into an agreement with the City to fund and implement a proportional share of the new preserve area. This agreement must include provisions for a non-wasting endowment or other long-term funding mechanism sufficient to cover Metro's proportional share of perpetual management costs, and must include performance standards equivalent or greater than those described in this mitigation measure for Metro's proportional share.	Retain a qualified botanist (familiar with Southern tarplant identification, survey, and management).	Metro	Metro	Prior to Construction		
	Coordinate with the City of Torrance and CDFW to identify, evaluate, and secure suitable off-site mitigation site(s) that meet required performance standards. If the City of Torrance relocates the Open Space Preserve to the Elm Water Yard, enter into an agreement with the City to fund and implement Metro's proportional share of the new preserve, including the establishment of an endowment or long-term funding mechanism.	Metro (coordination with City and CDFW, securing agreements, funding, implementation of mitigation, documentation) Qualified Botanist (biological assessment)	Metro	Prior to Construction		

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If the City of Torrance opts not to relocate and re-establish the Open Space Preserve, Metro shall implement an independent off-site mitigation project that achieves the same performance standards for habitat value and long-term viability, including securing a conservation easement, deed restriction, or other legally enforceable land protection instrument; implementing habitat enhancement measures; conducting long-term monitoring, and establishing a non-wasting endowment or other funding mechanism sufficient to cover Metro's proportional share of perpetual management costs. Metro shall make a reasonable, documented effort to implement the off-site mitigation within the City of Torrance. If no appropriate off-site mitigation site can be identified within the City of Torrance, Metro shall identify and evaluate one or more suitable sites outside the City, such as an existing preserve that includes the same species of southern tarplant, that achieve the same habitat value and long-term viability standards as determined by a qualified botanist. A qualified botanist shall also prepare a Southern Tarplant Translocation/Enhancement Plan in consultation with CDFW that includes feasible and achievable performance standards. The plan shall include, but is not limited to, methods and sourcing guidelines for seed collection (to occur for a minimum of two years); best management practices for planting and invasive species control; monitoring protocols, and a schedule of implementation activities. The Translocation/Enhancement Plan shall be finalized prior to any ground-disturbing activities that could affect the Southern Tarplant Open Space Preserve. If, after a reasonable and documented effort, no suitable off-site mitigation site can be identified or implemented within or outside the City of Torrance, Metro shall consult with CDFW to identify an alternative mitigation strategy that achieves equivalent biological value and long-term viability. This may include payment of an in-lieu fee to a CDFW-approved land management entity, provided that the entity commits to establishing, preserving, and managing southern tarplant habitat in perpetuity at a minimum ratio of 3:1 or higher, consistent with the performance standards described above.	If the City does not proceed with relocation, implement an independent off-site mitigation project to meet performance standards, including land rights, habitat enhancement, monitoring, and long-term management funding, prioritizing off-site mitigation within the City of Torrance. If no suitable site is identified after documented effort, consult with CDFW on an alternative mitigation strategy (e.g., in-lieu fee program) that achieves equivalent biological value and long-term viability.					
	Qualified botanist to prepare and implement a Southern Tarplant Translocation/Enhancement Plan in consultation with CDFW, including at least two years of seed collection, planting BMPs, invasive species control, monitoring protocols and implementation schedule.	Metro (compliance oversight) Qualified Botanist (translocation plan preparation, monitoring)	Metro CDFW (review translocation plan)	Prior to Construction		
Geology & Soils						
MM-GEO-1: Engage a Qualified Paleontological Resources Specialist Grading and excavation equating to 1,000 cubic yards or more at depths of 13 feet or greater within highly sensitive Qoa geologic formation shall require monitoring by a qualified paleontologist, including the following measures: > Prior to beginning any work that requires paleontological monitoring: • Metro shall retain the services of a qualified paleontologist meeting the standards of the SVP to compose a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) identifying the steps to be taken in the event of the inadvertent discovery of paleontological resources. • A pre-construction meeting will be held that includes the qualified paleontologist, Construction Manager and/or Grading Contractor, and other	Incorporate paleontological resources requirements into applicable construction contract documents.	Metro	Metro	Final Design		
	Retain a qualified paleontological resources specialist meeting SVP standards.	Metro	Metro	Final Design		
	Prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP), including monitoring protocol, discovery procedures, curation requirements, and reporting standards.	Metro (review and approve PRMMP) Qualified Paleontologist (prepare PRMMP)	Metro	Prior to Construction		
	Hold a pre-construction coordination meeting with Metro, contractor(s), and the paleontologist to review the PRMMP.	Metro, Contractor, Qualified Paleontologist	Metro	Prior to Construction		
	Prepare a site/grading plan annotated for monitoring areas.	Qualified Paleontologist (annotate monitoring areas)	Metro	Prior to Construction		

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appropriate personnel so the qualified paleontologist can make comments and/or suggestions concerning the monitoring program to the Construction Manager and/or Grading Contractor. • The qualified paleontologist will (at that meeting or subsequently) submit to the Project Manager a copy of the site/grading plan (reduced to 11 x 17 inches) that identifies areas to be monitored as well as areas that may require delineation of grading limits. • The qualified paleontologist will also coordinate with the Project Manager on the construction schedule to identify when and where monitoring is to begin and to specify the start date for monitoring.		Contractor/design team (provide site/grading plan for annotation) Metro (review and approve plan)				
> The qualified paleontologist will document monitoring activity on a standardized form. A record of daily activity will be sent to Metro and the Project Manager each month. > The qualified paleontologist will be present initially during all earth-moving activities. After 50 percent of the excavations are complete within the unit, if no significant fossils have been recovered, the level of monitoring may be reduced or suspended entirely at the qualified paleontologist's discretion and in consultation with Metro.	Conduct paleontological monitoring during earth-moving activities (≥1,000 cy at ≥13 feet depth in Qoa formation), document daily activities, and submit monthly summaries to Metro.	Qualified Paleontologist or qualified paleontological monitor (monitoring, daily logs, monthly summaries) Contractor (coordination, access, work stoppage on request) Metro (compliance oversight; receipt of reports)	Metro	Construction (earth moving activities ≥ 1,000 cy at ≥13 feet depth in Qoa formation)		
> At locations where sensitive subsurface soils cannot be observed during ground disturbing activities, such as driving of piles, a subsurface investigation to test for the presence or absence of microfossils should be implemented under the direction of a qualified paleontologist following SVP guidelines. Prior to the start of ground disturbance, mechanical coring, or other methods determined appropriate by the paleontologist, will be used to collect a test sample of 600 lbs (0.4 cubic yards) to be wet screened. In the event fossil remains are identified, two standard samples of 6,000 lbs each (4.0 cubic yards) shall be collected for processing following SVP guidelines for microfossil salvage.	Conduct subsurface investigations for microfossils where sensitive soils cannot be visually observed (e.g., pile driving), per SVP guidelines.	Qualified Paleontologist (direct and oversee subsurface investigations; ensure compliance with SVP guidelines; analyze samples; document results) Contractor (perform coring/boring/ sampling as directed) Metro (compliance oversight)	Metro	Construction		
> Discoveries • Discovery Process – In the event of a discovery, and when requested by the qualified paleontologist, the Project Manager will be contacted and will divert, direct, or temporarily halt ground-disturbing activities in the area of discovery to allow for preliminary evaluation of potentially significant paleontological resources. The paleontologist will also immediately notify Metro of such findings at the time of discovery. • Determination of Significance – The significance of the discovered resources will be determined by the paleontologist in consultation with the Project Manager and Metro, who must concur with the evaluation before grading activities will be allowed to resume. • Documentation and Treatment of Finds – Based on the scientific value and/or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. If treatment and salvage are required, recommendations will be consistent with SVP 2015 guidelines and currently accepted scientific practice. Work in the	Implement discovery protocols.	Qualified Paleontologist (evaluate finds; direct treatment; documentation) Contractor (stop-work/support protocol implementation) Metro (compliance oversight and concurrence)	Metro	Construction		
	If significant fossils are discovered, salvage/prepare/curate specimens consistent with SVP guidelines, and obtain letter of acceptance from a recognized curation institution.	Qualified Paleontologist (salvage; preparation; curation; acceptance letter)	Metro	Post Construction		

Mitigation Measure	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
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affected area may resume once the fossil has been assessed and/or salvaged and a paleontological monitor is present. > Notification of Completion – The paleontologist will notify Metro in writing of the end date of monitoring. > Handling and Curation of Significant Paleontological Specimens and Letter of Acceptance – The paleontologist will ensure that all significant fossils collected are appropriately prepared and permanently curated with an appropriate institution, and that a letter of acceptance from the curation institution has been submitted to Metro. > Final Results Reports (Monitoring and Research Design and Recovery Program) – Prior to completion of the project, two copies of the Final Results Report (even if no significant resources were found) and/or evaluation report, if applicable, which describe the results, analysis, and conclusions of the Paleontological Monitoring Program (with appropriate graphics) will be submitted to Metro for approval.		Contractor (support during salvage) Metro (compliance oversight; receipt of acceptance letter)				
	Prepare a Notification of Completion.	Qualified Paleontologist (draft, submit) Contractor (confirm completion of monitoring activities) Metro (compliance oversight, receipt of notification)	Metro	Post Construction		
	Prepare and submit a Final Results Report documenting monitoring methods, discoveries, analyses, and curation.	Qualified Paleontologist (prepare and submit Final Report) Contractor (provide support information as needed) Metro (oversight, review, approval)	Metro	Post Construction		
Cultural Resources						
MM-CUL-1: Cultural Resources Identification Training Prior to the issuance of notice to proceed with construction, all construction personnel involved in ground-disturbing activities shall be provided with appropriate cultural resources training. The training shall instruct the personnel regarding the legal framework protecting cultural resources, typical kinds of cultural resources that may be found during construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources and/or are inadvertently discovered. The training shall be prepared by a Secretary of the Interior (SOI) professionally qualified archaeologist, in consultation with interested Native American tribes consulting under AB 52, who shall provide information on resources of interest to Native American tribes and include cultural resources and artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction.	Retain a qualified archaeologist.	Metro	Metro	Prior to Construction		
	Provide cultural resources training.	Qualified Archaeologist or Approved Designee (prepare and present training) Contractor (ensure attendance) Metro (compliance oversight)	Metro	Prior to Construction and During Construction as new personnel join the project		

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MM-CUL-2. Cultural Resources Monitoring and Mitigation Plan Prior to the issuance of notice to proceed with construction, the construction contractor shall prepare, and Metro shall review and approve, a Cultural Resources Monitoring and Mitigation Plan (CRMMP). The CRMMP shall be prepared in consultation with a Secretary of the Interior-qualified archaeologist and interested Native American tribes consulting under AB 52. At a minimum, the CRMMP shall: > Identify the areas where archaeological and Native American monitoring will occur, consistent with MM-CUL-3, and describe monitoring methods and reporting requirements. > Establish the protocol to follow in the event of an unanticipated discovery, requiring that, if an archaeological deposit is identified, the construction contractor shall stop construction within 50 feet of the exposed resource until a Secretary of Interior professionally qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations, Title 14, Section 15064.5[f]). If the resource is determined to be a historical resource (as defined in Public Resources Code Section 21084.1) or a unique archaeological resource (as defined in Public Resources Code Section 21083.2[g]), the CRRMP shall require: • Avoidance of the resource, where feasible, through project redesign, preservation in place, capping or other methods consistent with Title 14, Section 15126.4(b)(3). > Where avoidance is not feasible, as determined by Metro, in light of factors such as the nature of the find, project design, costs, and other considerations, data recovery shall be implemented through excavation and documentation consistent with the Secretary of Interior's Standards for Archaeology and Historic Preservation (48 Fed. Res. 44716) and the State Office of Historic Preservation Standards. > Define performance standards requiring all data recovery efforts to obtain information necessary to address important research questions, that all recovered be cleaned, catalogued, and curated at a qualified repository that meets federal and state curation standards, and that a comprehensive technical report be prepared and filed with the South Central Coastal Information Center of the California Historical Resources Information System (CHRIS). > Incorporate tribal consultation with Native American tribes consulting under AB 52. > Provide documentation and reporting protocols for submitting monitoring logs during construction and a final report documenting all findings to be submitted to Metro, consulting tribes, and CHRIS. The CRMMP shall be implemented throughout all ground-disturbing activities in previously undisturbed areas or areas of deep excavation below the depth of prior disturbance (generally assumed to be five feet unless site-specific studies show a greater or lesser depth of prior disturbance), or as otherwise required by MM-CUL-3.	Retain a SOI-qualified archaeologist.	Metro	Metro	Prior to Construction		
	Develop Cultural Resources Monitoring and Mitigation Plan (CRMMP) in consultation with interested Native American tribes (per AB 52).	Qualified Archaeologist (prepare CRMMP) Contractor (incorporation CRMMP into construction documents) Metro (consult with tribes; review/approve CRMMP)	Metro	Prior to issuance of Notice to Proceed		
	Implement CRMMP.	Qualified Archaeologist (direct monitoring and recovery; ensure curation; prepare reports) Contractor (implement stop-work and access procedures; support monitoring and recovery) Metro (compliance oversight)	Metro	Throughout ground-disturbing activities in previously undisturbed areas or areas of deep excavation below the depth of prior disturbance, or as otherwise required by MM-CUL-3		

Mitigation Measure	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
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MM-CUL-3. Unanticipated Discovery of Human Remains Archaeological and Native American monitoring (see MM-CUL-1 and MM-TCR-1) shall be required during all ground- disturbing activities in areas of excavation extending below the depth of prior disturbances, as defined in MM-CUL-2, and in areas adjacent to known cemeteries or other locations where the potential for encountering human remains is elevated, including El Nido Park (located between the Kingsdale Avenue and 186th Street cross section to 182nd Street) and the Pacific Crest Cemetery (2701 182nd Street). Archaeological monitoring shall be conducted in accordance with the Project CRMMP required by MM-CUL-2, which establishes monitoring methods, evaluation procedures, treatment, standards, and reporting requirements. If human remains and/or associated funerary objects are encountered, then work shall be halted within 50 feet of the find and California Health and Safety Code Section 5097.98 and Public Resources Code Section 5097.98 shall be followed, including immediate notification of the County Coroner and consultation with the Most Likely Descendent identified by the Native American Heritage Commissions.	Retain qualified archaeologist.	Metro	Metro	Prior to Construction		
	Conduct archaeological and tribal monitoring during aground disturbing activities in areas deeper than prior disturbance and areas adjacent to known cemeteries (including El Nido Park and Pacific Crest Cemetery).	Qualified Archaeologist and Native American Monitor (monitoring, discovery protocol, documentation)	Metro	Construction		
	If human remains and/or associated funerary objects are encountered, halt work within 50 feet of the find; notify the Los Angeles County Coroner immediately; follow PRC §5097.98 and H&SC §7050.5 procedures, including consultation with the Most Likely Descendant identified by the NAHC; and implement treatment and disposition of remains/funerary objects as directed by the MLD and in accordance with applicable law.	Contractor (comply with stop-work procedures; support discovery protocols) Metro (compliance oversight; comply with legal requirements)	Metro	Construction		

Mitigation Measure	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
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Tribal Cultural Resources						
MM-TCR-1: Native American Monitoring Prior to the issuance of notice to proceed with construction, Metro shall document retention of a Native American Monitor from, or approved by, consulting tribes under AB 52. Native American monitoring shall be required during all excavation that extends below the depth of prior disturbance, as defined in MM-CUL-2, and in any areas identified through the cultural resources search or tribal consultation as having higher potential for intact tribal cultural resources. Native American monitoring shall be conducted in coordination with archaeological monitoring required under MM-CUL-3 and consistent with the CRMMP prepared under MM-CUL-2. If, after a good-faith effort, a qualified Native American monitor is not available at the time ground-disturbing activities are scheduled, construction may proceed with archaeological monitoring in accordance with MM-CUL-3, provided that consultation with the tribes continues regarding treatment of any tribal cultural resources identified. For the purposes of this measure, a good-faith effort shall consist of documented outreach to consulting tribes regarding the construction schedule, made at least 15 working days in advance of the ground-disturbance start date, with at least one follow-up attempt by phone or email if no response is received. The Native American Monitor shall prepare monitoring documentation describing the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, locations of monitoring, soil types, and any cultural or tribal resources identified, including but not necessarily limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. The documentation shall be prepared in accordance with the CRMMP and provided to Metro. Metro shall make the documentation available to consulting tribes upon request. Native American monitoring may conclude when Metro determines, in consultation with the project archaeologist and consulting tribes, that all ground-disturbing activities with the potential to affect tribal cultural resources have been completed.	Document retention of a Native American monitor from, or approved by, consulting tribes under AB 52.	Metro	Metro	Prior to Notice to Proceed		
	Verify in the field that a Native American monitor is monitoring the site during ground-disturbing activities per the CRMMP. If a qualified monitor is unavailable despite a documented good-faith effort (as defined in MM-TCR-1), construction may proceed with archaeological monitoring provided consultation with tribes continues.	Contractor (cooperate with monitors; comply with stop-work procedures) Metro (compliance oversight; coordinate with tribes; receipt of documentation)	Metro	Construction		
	Native American monitor to prepare monitoring documentation (construction activities, soils, resource finds, etc.) in accordance with the CRMMP and provide to Metro; Metro to make documentation available to consulting tribes upon request. Metro, in consultation with the project archaeologist and consulting tribes, to determine when monitoring may conclude.	Native American Monitor (conduct monitoring; prepare documentation) Metro (compliance oversight; coordinate with	Metro	Construction		
MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial) In the event that potential cultural material is discovered during ground-disturbing activities, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet). The discovery shall be evaluated promptly	Contractor to halt ground-disturbing activities within 50 feet of discovery.	Contractor	Metro	Construction		
	Archaeological and Native American Monitors to promptly evaluate find in accordance with the CRMMP.	Monitors (evaluation, treatment, recommendations, documentation)	Metro	Construction		

Mitigation Measure	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
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by the archaeological and Native American monitors in accordance with the CRMMP required by MM-CUL-2. If the find is determined to be a tribal cultural resource under Public Resources Code Section 21074, Metro, in consultation with the monitors and consulting tribes under AB 52, shall determine appropriate treatment consistent with the protocols and performance standards set forth in MM-CUL-2. Preservation in place, including avoidance or protective measures such as capping, shall be the preferred treatment. If preservation in place is not feasible, mitigation shall be implemented through data recovery and documentation in accordance with the Secretary of the Interior's Standards (SOI) and CEQA Guidelines Section 15126.4(b), with tribal consultation to ensure culturally appropriate treatment.	If the find is determined to be a tribal cultural resource under PRC § 21074, Metro, in consultation with monitors and consulting tribes, to determine appropriate treatment; Implement preservation in place (avoidance, protective capping, etc.) as the preferred treatment; If preservation in place is not feasible, conduct data recovery and documentation consistent with SOI standards and CEQA Guidelines §15126.4(b), with tribal consultation for culturally appropriate treatment.	Contractor (implement treatment as directed by Metro/monitors)	Metro	Construction		
	Archaeological and Native American Monitors to document discovery, evaluation, and treatment actions; provide documentation to Metro.	Metro (compliance oversight; consultation with tribes; approval of treatment)	Metro	Construction		
MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects Native American human remains are defined in Public Resources Code 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. In the event that human remains or associated funerary objects are encountered during ground-disturbing activities, construction shall halt within 50 feet of the find. The discovery shall be addressed in accordance with the CRMMP required by MM-CUL-2 and the protocols set forth in MM-CUL-3. Consistent with California Health and Safety Code Section 7050.5, the County Coroner shall be notified immediately. If the remains are determined to be Native American, the Native American Heritage Commission shall be contacted, and consultation shall occur with the Most Likely Descendant identified by the Commission, pursuant to Public Resources Code Section 5097.98. Native American human remains and associated funerary or ceremonial objects shall be treated together as a single burial unit under Public Resources Code Section 5097.98(d), with preservation in place as the preferred treatment. If preservation in place is not feasible, the Most Likely Descendant, in consultation with Metro, shall determine culturally appropriate treatment in accordance with Public Resources Code Section 5097.98(d)(2). Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.	Contractor to halt work within 50 feet of discovery and immediately notify Metro.	Contractor	Metro	Construction		
	Notify the Los Angeles County Coroner pursuant to Health & Safety Code § 7050.5.	Metro (compliance oversight; coordination with Coroner/NAHC/MLD; documentation, consultation with MLD) Contractor (implement treatment measures as directed)	Metro NAHC/County Coroner (oversight of statutory process for human remains)	Construction (discovery, evaluation, and treatment, if remains are encountered)		
	If remains are determined to be Native American, notify the Native American Heritage Commission (NAHC) and initiate consultation with the Most Likely Descendant (MLD).	County Coroner	NAHC/County Coroner (oversight of statutory process for human remains)	Construction (discovery, evaluation, and treatment, if remains are encountered)		
	Treat Native American human remains and associated funerary/ceremonial objects together as a single burial unit, consistent with PRC §5097.98(d)(1).	Contractor	Metro NAHC/MLD (consultation and determination of culturally appropriate treatment)	Construction (discovery, evaluation, and treatment, if remains are encountered)		
	Implement preservation in place as the preferred treatment. If not feasible, consult with the MLD (in coordination with Metro) to determine culturally appropriate treatment consistent with PRC §5097.98(d)(2).	Contractor	Metro	Construction (discovery, evaluation, and treatment, if remains are encountered)		

Mitigation Measure	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
	Maintain confidentiality of the discovery location and treatment process to prevent further disturbance.	Contractor	Metro	Construction and Post Construction (documentation)		
	Document notifications, consultations, and treatment measures per CRMMP requirements.	Contractor	Metro	Construction and Post Construction (documentation)		

ATTACHMENT – PROJECT FEATURES

As a part of the project, several project features would be implemented during construction or operations, which would ensure compliance with the laws, guidelines, and best practices of regulatory agencies. These project features consist of design features, best management practices, and other measures that would be required by law and/or permit approvals by federal, state, regional or local agencies or that demonstrate best practices in transit construction and operation. Project features apply to all alignments unless otherwise noted.

TRANSPORTATION PROJECT FEATURES

PF-T-1. Construction Traffic Management Plan (CTMP)

Metro Rail Design Criteria (MRDC) requires that contractors develop a CTMP prior to the initiation of localized construction activities. Per Metro standard practice, this CTMP (inclusive of street closure information, detour plans, haul routes, and a staging plan) shall be prepared and submitted to the Cities of Lawndale, Redondo Beach, and Torrance for review. For the Hawthorne Option, it would also be submitted to Caltrans. Caltrans would also review selected areas of the Elevated/At-Grade Alignment, Trench Option, or LPA, such as bridge construction over Artesia Boulevard. The CTMPs shall be based on the nature and timing of the specific construction activities at each of the construction sites. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the project. The CTMPs may be updated as construction progresses to reflect progress at the various construction sites. The CTMPs will include, but not be limited to, the following elements, as appropriate:

- As traffic lane, parking lane, sidewalk closures and full road closures are anticipated, worksite traffic control plans, approved by the local jurisdictions and Caltrans, shall be developed and implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- As partial and full street closures are anticipated at various locations during portions of the Project construction, detour plans, approved by the local jurisdictions, shall be developed and implemented to route vehicular traffic, pedestrians and bicyclists to alternative routes during these periods, including maintaining access for these modes across Hawthorne Boulevard during construction.
- Ensure that vehicle and pedestrian access will remain available from at least one entry and egress point for properties in proximity to the alignments and component sites during construction with access to businesses maintained during normal business hours; nighttime closures may be possible and accordingly arranged with property owners.
- Coordinate with the city and emergency service providers to ensure emergency access is provided to the alignments and component sites and neighboring land uses. Emergency access points will be marked accordingly in consultation with local fire departments, as applicable.
- Provide off-site truck staging in a legal area furnished by the construction truck contractor.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.

AESTHETICS PROJECT FEATURES

PF-AES-1. Local Zoning Ordinances

All project components located on properties outside of existing Metro-owned right-of-way (Metro ROW) and public ROW would adhere to local zoning ordinances.

PF-AES-2. Metro Design Standards

All project components, including, but not limited to track guideway, auxiliary facilities, and station (public and ancillary) facilities, will be designed per the MRDC and consistent with the objectives of the Metro Art Program Policy, Metro's Transit Service Policies & Standards, Systemwide Station Design Standards Policy, and Standard/Directive Drawings, or equivalent. Landscaping and operational lighting will also be installed consistent with these design standards.

AIR QUALITY PROJECT FEATURES

PF-AQ-1. Metro Green Construction Policy Compliance

Following construction equipment requirements, construction best management practices (BMP) and implementation strategies for all construction projects performed on Metro properties or rights-of-way.

> Construction equipment shall incorporate, where feasible, emissions-reducing technology such as hybrid drives and specific fuel economy standards.

> Maintain equipment according to manufacturer specifications.

> Idling of construction equipment and heavy-duty trucks shall be restricted to a maximum of five minutes when not in use (certain exceptions apply based on California Air Resources Board [CARB] exemptions).

> All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier-4 off-road emission standards at a minimum.

> All on-road heavy-duty trucks with a gross vehicle weight rating greater than or equal to 14,000 pounds must have engines meeting U.S. 2010 on-road emission standards.

> Where applicable and feasible, work with local jurisdictions to improve traffic flow by signal synchronization during construction activities.

> Use electric power in lieu of diesel power where available.

> Generators: every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Where access to the power grid is not available, on-site generators must:

  - Meet a 0.01 gram per brake-horsepower-hour (g/bhp-hr) standard for particulate matter (PM); or,

> Be equipped with Best Available Control Technology (BACT) for PM emissions reductions.

> Inspections: Metro shall conduct inspections of construction sites and affected off-road and on-road equipment and generator as well as compliance with air quality rules.

> Records: Prior to Notice to Proceed (NTP) to commence construction and to be verified afterwards consistent with project contract requirements and through enforcement provisions above, the Contractor shall submit to Metro the following information for all construction equipment to be used on Metro properties or rights-of-way:

- A certified statement that all construction equipment used conform to the requirements specified above;
- A list of all the equipment and vehicles (i.e., off-road equipment, include the CARB-issued Equipment Identification Number) to be used;
- A copy of each Contractor's certified U.S. Environmental Protection Agency (EPA) rating and applicable paperwork issued either by CARB, the South Coast Air Quality Management District (SCAQMD), and any other jurisdiction that has oversight over the equipment.

PF-AQ-2. South Coast Air Quality Management District (SCAQMD) Rule 403 Compliance

Construction of the project would implement the following BMPs in compliance with SCAQMD Rule 403 – Fugitive Dust:

> Backfilling: Backfill material stabilization when actively handling or inactive and stabilize soil at completion of activity.

> Clearing/Grubbing: Maintain stability of soil through watering of site prior to, during, and after all clearing/grubbing activities.

> Cut and Fill: Pre-water soils prior to cut and fill activities using water trucks; stabilize soil during and after activities.

> Debris Hauling: All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.

> Demolition Activities: Prohibit demolition activities when wind speeds exceed 25 mph; apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.

> Disturbed Soil: Stabilize disturbed soil throughout the construction site by limiting vehicular traffic and disturbance on soil where possible and applying water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes (Rule 401 – Visible Emissions).

> Disturbed Surface Areas: Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface; apply water at three-hour intervals to at least 80% of the un-stabilized area.

> Earth-Moving Activities: Pre-apply water to depth of proposed cuts and reapply as necessary to maintain soils in a damp condition and to ensure that visible dust plumes do not exceed 100 feet in any direction.

> Importing/Exporting of Bulk Materials: Stabilize material with tarps or other suitable enclosures on trucks while loading/unloading to reduce fugitive dust emissions and maintain at least six inches of freeboard on haul vehicle; provide water during loading/unloading to prevent dust plumes.

> Staging Areas and Unpaved Roads: Stabilize surface areas and limit vehicle speeds to 15 miles per hour.

> Stockpiles/Bulk Material Handling: stabilize stockpiled materials with intermittent watering and limit stockpiles to eight feet in height within 100 yards of off-site occupied buildings.

> Trenching: Stabilize surface soils with pre-watering where trencher or excavator and support equipment will operate; wash mud and soils from equipment at completion of activities.

PF-AQ-3. Metro Moving Beyond Sustainability Strategic Plan Compliance

Construction and operation of the project will adhere to the commitments established by the Metro Moving Beyond Sustainability Strategic Plan 2020, including, but not limited to the application of renewable diesel requirements for contractors and identify opportunities to decarbonize fuel sources at construction sites.

PF-AQ-4. Metro Rail Design Guidelines

The project will be designed in accordance with the Metro Rail Design Criteria and the Metro Systemwide Station Design Standards Policy, which includes the installation of high-efficiency light emitting diode (LED) lighting in all fixtures to reduce electricity consumption.

NOISE AND VIBRATION PROJECT FEATURES

PF-NV-1. Quiet Zone Equipment Installation (Elevated/At-Grade Alignment, Trench Option, and LPA)

The eight at-grade freight crossings between Inglewood Ave and 182nd Street have been designed and would be constructed to include all Federal Railroad Administration (FRA)-required Supplemental Safety Measures and associated improvements and equipment that are needed to qualify for Automatic FRA Approval to establish a quiet zone. In order to establish a quiet zone, local jurisdictions will need to submit a Notice of Intent to the operating railroads (e.g. BNSF), California Public Utilities Commission (CPUC), Metro, and FRA followed by a Notice of Establishment, which would ultimately eliminate the sounding of freight horns within the project limits. Freight crossing signal bells would continue to generate a minimum of noise level of 75 decibels A (dBA) at 10 feet per American Railway Engineering and Maintenance of Way requirements.

PF-NV-2. Crossing Signal Bell Shrouds (Elevated/At-Grade Alignment)

Crossing signal bells at the two at-grade light rail crossings (170th Street and 182nd Street) would be equipped with shrouds to direct bell noise away from sensitive receivers and towards the crossings. Crossing signal bell noise would not exceed 104 dBA sound exposure level at 50 feet. This measure is subject to CPUC authorization.

PF-NV-3. Gate-Down-Bell-Stop Variance (Elevated/At-Grade Alignment)

Metro would apply for a gate-down-bell-stop variance at the two at-grade light-rail crossings (170th Street and 182nd Street) to reduce the duration of bell ringing and therefore reduce impacts at sensitive receivers. Crossing signal noise would not exceed 30 seconds in duration. This measure is subject to CPUC authorization.

BIOLOGICAL RESOURCES PROJECT FEATURES

PF-BIO-1. Metro Tree Policy

The Metro Tree Policy outlines Metro's commitment to protecting trees, when possible, or replacing trees removed as a result of Metro construction and maintenance. For non-heritage trees, the replacement ratio defined was two trees for every tree removed. This policy also prioritizes planting strategies that maximizes the use of native species.

GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES PROJECT FEATURES

PF-GEO-1. Metro Geotechnical Design Standards

Prior to construction, Metro will complete soil investigations, including examination of any potential sinkholes by the geotechnical engineer of record, to inform site-specific design and construction measures.

The project shall be designed and constructed per the MRDC. Key compliance sections of the MRDC relative to geology and soils are Section 5.3, Section 5.4, Section 5.6, and MRDC Section 5 Appendix, Metro Supplemental Seismic Design Criteria (SSDC). Section 5.6 of the MRDC provides detailed requirements for planning and conducting a geotechnical investigation, geotechnical design methodologies, and reporting. In accordance with the MRDC, geotechnical report recommendations shall be incorporated into the project plans and specifications. These recommendations shall be a product of final design and shall address potential subsurface hazards. In addition, Caltrans and the California Building Code (CBC) have independent design criteria for bridges, aerial structures and building structures, which shall be followed.

As noted in Section 3.8-1.2, SSDC outlined in the MRDC Section 5 appendix (Metro, 2017) recommends the seismic stability and potential permanent deformation of sloping ground or embankments supporting aerial guideway and bridges along proposed alignments be investigated. Investigations should include evaluation of the potential for ground liquefaction and related deformations. The evaluations and associated analyses shall be displacement-based leading to the determinations of potential lateral deformations of slopes or embankments and ground settlement. It is recommended that the total settlement and lateral ground deformations under operating design earthquake (ODE) seismic events shall not be allowed to exceed two inches to allow for track re-leveling or re-alignment. Larger deformations may be allowed for maximum design earthquake (MDE) events on a case-by-case basis on approval by Metro.

The MRDC section also provides details on how the stability analysis of the slopes and embankments is to be performed. Two options are provided: (1) seismic coefficient approach for pseudo-static case or (2) slope displacement method. If the factor of safety is less than 1.1, then slope performance shall be evaluated using Method (2) where displacements are computed using Newmark time-history analyses.

Metro Supplemental Seismic Design Criteria outlined in the MRDC Section 5 appendix provides guidance for liquefaction studies. If potentially liquefiable soils are identified along proposed alignments, liquefaction susceptibility shall be determined using the procedures documented in the American Association of State Highway and Transportation Officials-California Load and Resistance Factor Design Bridge Design Specifications. The liquefaction potential assessment should consider the impact of the following effects where liquefaction is judged to occur:

> Loss of strength of liquefied layers (post liquefaction residual strength)

> Flow failures, slope deformations

> Post liquefaction ground settlement

According to the SSDC, the displacement performance of slopes and embankments underlain by liquefied soils may be evaluated in a similar manner to non-liquefiable cases, except residual strengths of liquefied soils are used in analyses. The post-liquefaction settlement of liquefied soil layers may be determined using procedures documented by Tokimatsu and Seed (1987). The bridge and elevated rail

structures located in liquefaction sites should be analyzed for non-liquefiable and liquefiable soil configurations. For the liquefiable condition, residual strengths of liquefied soil layers are used for lateral and axial deep foundation response analyses. For those sites where liquefaction related permanent lateral ground displacements are determined to occur, the effects on pile performance shall be evaluated. Down drag forces on piles due to post liquefaction settlement shall also be evaluated. If the above impact assessments yield unacceptable performance of the structures, appropriate measures shall be incorporated into the design.

As outlined in the MRDC Section 5.6, the geotechnical investigation should evaluate impacts related to potential settlement due to lowering of the groundwater table or excavation instability due to draining of perched groundwater during construction activities. Specific topics to be considered in the geotechnical investigation include the following:

> Selection of appropriate construction methodology that minimizes permanent changes to sub-surface drainage conditions or groundwater pressures.

> Installation of dewatering wells outside trench walls, sump pumps within the trench, deep secant pile walls to minimize excavation base instability, heaving of soils on the upgradient side of the trench, fluidization, and erosion.

> Identification of zones of relatively high permeability strata with high potential to excessive groundwater influx and recommend construction methodology and design technologies such as keying secant pile walls into lower permeability strata.

HAZARDS AND HAZARDOUS MATERIALS PROJECT FEATURES

PF-HHM-1. Handling, Storage, and Transport of Hazardous Materials and Wastes

Prior to the start of construction, the contractor would provide Metro with a hazardous waste and hazardous materials management plan, such as a plan defined in Title 19 California Code of Regulations (CCR), or a Spill Prevention, Control, and Countermeasure Plan. The plan will be completed to Metro contractor specifications and will comply with the State Water Resources Control Board (SWRCB) Construction Clean Water Act (CWA) Section 402 General Permit conditions and requirements for transport, labeling, containment, cover, and storage of hazardous materials during construction and operation. The plan will identify the responsible parties and outline procedures for hazardous waste and hazardous materials handling, storage, and transport. The excavation and transport of soils contaminated by heavy metals (e.g., lead) would be managed according to SCAQMD Rule 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants) and SCAQMD Rule 1166 (volatile organic compounds [VOC] emissions from Decontamination of Soil). The plan would also prescribe BMPs to follow to prevent hazardous material releases and for cleanup of any hazardous material releases that may occur. The transportation of hazardous materials and waste shall be conducted in accordance with the applicable regulations codified in 49 CFR Parts 101, 106, 107, and 171 to 180, including, but not limited to, those related to packagings, pre-transportation functions, transportation functions, and functions not subject to the requirements of the federal Hazardous Materials Regulations.

Additionally, the contractor would comply with applicable federal and state regulations regarding hazardous material handling and storage practices, such as the Resource Conservation and Recovery Act, Comprehensive Environmental Response, Compensation, and Liability Act, the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act.

PF-HHM-2. Demolition Plans

Prior to the start of construction, the contractor would prepare demolition plans for the safe dismantling and removal of roadways, building components, and debris. The demolition plans would also include plans for testing and abatement procedures for asbestos-containing materials, lead-based paint, and polychlorinated biphenyls, as well as handling and disposal of treated wood waste, such as creosote and arsenic-treated railroad ties, and universal waste in accordance with federal and state regulations, including the 1994 Federal Occupational Exposure to Asbestos Standards, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities), Title 22 of the California Code of Regulations Division 4.5 (Hazardous Waste), the U.S. Department of Housing and Urban Development Lead- Based Paint Guidelines, and Title 40 of the Code of Federal Regulations Part 761.

PF-HHM-3. Property Acquisition Phase II Site Investigation

Consistent with Metro's standards, a Phase II site investigation would be conducted during the preliminary engineering phase on sites that would be acquired/utilized for the project to determine whether the suspected contamination had resulted in soil, groundwater, or soil vapor contamination exceeding regulatory action levels. Aerially deposited lead testing would be included as part of the Phase II site investigation. If the Phase II site investigation concludes that the site is contaminated, remediation or corrective action (e.g., removal of contamination, in-situ treatment, capping) would be conducted prior to or during construction under the oversight of federal, state, and/or local agencies (e.g., United States Environmental Protection Agency [USEPA], Department of Toxic Substance Control [DTSC], Regional Water Quality Control Boards [RWQCB], Los Angeles County) and in full compliance with current and applicable federal and state laws and regulations. Additionally, Voluntary Cleanup Agreements may be used for parcels where remediation or long-term monitoring is necessary. Generally, recognized environmental conditions (REC), also known as sites of concern as identified in the Phase I Environmental Site Assessment (ESA), would be remediated by the property owner prior to acquisition of the property and construction on the site, depending on the arrangement negotiated during property acquisition.

PF-HHM-4. Soil, Soil Vapor, and Groundwater Management Plans

Prior to the start of construction, the contractor would retain a qualified environmental consultant to prepare a Soil Management Plan, Soil Reuse Management Plan, and/or a Soil, Soil Vapor, and Groundwater Management Plan. These plans would be completed to Metro's contractor specifications and submitted to Metro prior to any ground-disturbing activities for the Project.

The Soil and Soil Vapor Management Plan would establish provisions for the disturbance of contaminated materials (known and undocumented). Proper management and disposition of contaminated soils and gases would be determined in consultation with appropriate regulatory agencies and in accordance with applicable federal and/or state guidance (USEPA, DTSC, RWQCB, and other local agencies)]. The Soil Reuse Management Plan would establish provisions for the reuse of contaminated known or undocumented soils. Proper management and disposition of contaminated soils would be determined in consultation with appropriate regulatory agencies and in accordance with applicable federal and/or state guidance (USEPA, DTSC, RWQCB, and other local agencies). Contaminated soil shall be disposed of at a permitted landfill per the specifications of DTSC or RWQCB or other agencies overseeing the project construction.

The Groundwater Management Plan would establish provisions for encountering and managing contaminated groundwater (known and undocumented). Proper disposal of contaminated groundwater would be determined in consultation with appropriate regulatory agencies and in accordance with applicable federal and/or state guidance (USEPA, DTSC, RWQCB, and other local agencies).

Where open or closed regulatory release cases are already managed by a regulatory agency (e.g., USEPA, DTSC, RWQCB) and construction involves plans to alter the use of the site and/or disturb contaminated soil and/or groundwater onsite, Metro would notify the regulatory agency of the planned land use changes prior to ground-disturbing activities at the location of the open or closed regulatory release site. The regulatory agency would determine the level of investigation and/or remediation (performance standards) necessary on a case-by-case basis. A closure or no further action determination letter from the regulatory agency would be obtained when investigation and/or remediation is complete.

PF-HHM-5. Disposal of Groundwater

If disposal of contaminated groundwater is required during construction, Metro would consult with the RWQCB, and the Project would comply with permits required by the RWQCB. The RWQCB may require a National Pollutant Discharge Elimination System permit and/or Water Discharge Requirement (WDR) permit for dewatering and discharge activities. The County of Los Angeles Department of Public Works (LACDPW) would be contacted prior to discharging groundwater into their sewer or stormwater systems. The groundwater discharge and disposal requirements vary by agency, location, concentration, and contaminants of concern and are therefore developed in consultation with the agencies.

PF-HHM-6. Oil and Gas Wells

Prior to ground-disturbing activities, all oil wells (including abandoned or suspected wells) within 200 feet of the project would be identified, inspected, and addressed in accordance with the California Department of Conservation, California Geologic Energy Management Division (CalGEM) standards and in coordination with the well owners. Where the alignment cannot be adjusted to avoid well casings, CalGEM and a re-abandonment specialty contractor would be contacted to determine the appropriate method of re-abandoning the well. Oil well abandonment must proceed in accordance with California Laws for Conservation of Petroleum and Gas (1997), Division 3. Oil and Gas, Chapter 1. Oil and Gas Conservation, Article 4, Sections 3228, 3229, 3230, and 3232. The requirements include written notification to CalGEM, protection of adjacent property, and before commencing any work to abandon any well, obtaining approval by CalGEM. Abandonment work, including sealing off oil and gas bearing units, pressure grouting, etc., must be performed by a state-licensed contractor under the regulatory oversight and approval of CalGEM. If an unknown well is encountered during Project construction, the contractor will notify Metro, California OSHA, and CalGEM and proceed in accordance with state requirements.

HYDROLOGY AND WATER QUALITY PROJECT FEATURES

PF-HWQ-1. Stormwater Pollution Prevention Plan (SWPPP) Implementation per Construction General Permit and MS4 Permit

Construction of the project would disturb greater than one acre of ground surface and are thus subject to the Construction General Permit SWPPP requirements. The SWPPP would include BMPs designed to prevent impacts to water quality from occurring during construction. BMPs included would be the minimum BMPs required by the MS4 Permit for all construction sites and additional BMPs determined

necessary by the SWPPP developer. BMPs designed to prevent the introduction of chemicals, trash, and/or hazardous substances into waters may include but are not limited to fueling equipment offsite, secondary containment, drip pans, spill response plans, and designed waste receptacles on site. BMPs designed to prevent erosion, prevent sedimentation, and slow and capture runoff on the construction site may include but are not limited to stabilized construction entrances/exits, fiber rolls, silt fences, sandbags, water application for dust control, check dams, drainage inlet protections, infiltration basins, and hydroseeding. BMPs would be implemented before, during, and/or immediately after construction.

PF-HWQ-2. Groundwater Treatment and Discharge per RWQCB Waste Discharge Requirements (WDR) for Construction Dewatering

Per the requirements of the RWQCB WDR for Construction Dewatering, dewatered groundwater would be treated if necessary and then discharged in a pre-approved location specified by said requirements.

PF-HWQ-3. Trench Construction Groundwater Pressure Control (Trench Option)

During trench construction for the Trench Option, BMPs would be implemented that include but are not limited to installing wall drains and appropriate drainage at the top of the trench to help relieve groundwater pressure buildup along the trench walls (Metro 2022b). BMPs used for groundwater pressure control would minimize the potential for the introduction of pollutants into groundwater and surface flows, as well as the potential for erosion, siltation, and flooding to occur on or offsite.

PF-HWQ-4. Trench Construction Runoff Collection and Treatment (Trench Option and LPA)

During trench construction for the Trench Option or LPA, surface runoff flowing within the trench would be collected, pumped out of the trench, treated (if necessary), and discharged to a pervious area on site for infiltration into the soil. BMPs used for surface runoff collection, treatment, and discharge would minimize the potential for introduction of pollutants into surface runoff, as well as the potential for erosion, siltation, flooding, and exceedance of existing storm drain system capacities on or offsite. Surface runoff treatment and discharge would comply with RWQCB Basin Plan water quality requirements.

PF-HWQ-5. Temporary Storm Drain Inflow Rerouting (Trench Option, Hawthorne Option, and LPA)

Although no existing storm drain rerouting is proposed under the Trench Option or LPA, runoff from the Trench Option or LPA footprint may be directed to different discharge points than existing points to avoid adverse hydrology and water quality impacts. Hawthorne Option construction would involve the permanent rerouting of two major storm drains running parallel to the alignment and one minor storm drain crossing the alignment. While these new permanent storm drain routes are constructed, temporary rerouting of inflows would be necessary during Hawthorne Option construction.

For the Trench Option, Hawthorne Option, or LPA, stormwater inflows would be captured, treated (if necessary), rerouted around the construction site, and discharged into the existing storm drain system. Treatment and discharge of storm drain inflows to the existing storm drain system would be conducted per RWQCB Basin Plan water quality requirements.

PF-HWQ-6. Low Impact Development (LID) BMPs per Regional Requirements

The operational design of the project would include LID BMPs designed to retain the Stormwater Quality Design Volume (SWQDv) on site per regional LID requirements. Examples of potential LID BMPs that may be implemented include but are not limited to increasing runoff's flow path length of travel and providing on-site detention basins for retainment and infiltration. Additional runoff (beyond the SWQDv) would continue to be discharged via new or existing tie-ins to the existing stormwater drainage system. In elevated portions of the alignment, runoff would be collected by down drains. Discharge locations of underdrains installed along the project would be the same as existing discharge locations. Although no existing storm drain rerouting is proposed under the Trench Option or LPA, runoff from the Trench Option or LPA footprint may be directed to different existing discharge points. Rerouted storm drains under the Hawthorne Option would be discharged to the same or similar discharge points as existing conditions. Existing catch basins on adjacent storm drains would be retained during operation to prevent debris and trash from entering the stormwater drainage system.

PF-HWQ-7. Trench Operation Runoff Collection and Treatment (Trench Option and LPA)

During Trench Option and LPA operation, runoff that exceeds the SWQDv in the trench would be collected via a sump drainage system (two sumps in the vicinity of Manhattan Beach Boulevard for the Trench Option only and 182nd Street for both) at the low point along the trenched alignment. Runoff collected in the sump would be treated as needed, and then would either be pumped or flow via gravity from the sump to the existing storm drain system in compliance with RWQCB Basin Plan water quality requirements.

PF-HWQ-8. City of Torrance Flood Zone Requirements

A small portion of the project temporary footprint would be located within the 100-year flood zone, where a temporary construction easement would be needed for removal of an existing spur track. Construction in this area would be required to comply with Division 7, Chapter 9 of the Torrance City Code, titled "Flood Hazard Insurance." This section establishes a development permit process for flood hazard areas, designates a floodplain administrator for the City, and establishes standards for construction within flood hazard areas.

UTILITIES AND SERVICE SYSTEMS PROJECT FEATURES

PF-US-1. Utility Identification and Coordination

Per Metro standard practice, as design progresses, Metro will continue to verify the locations of existing utilities potentially affected by construction activities. This will include coordinating with all existing utility providers for wet and dry utilities (water, sewer, gas, electric, and telecommunications) and with private utility owners to obtain documentation of existing utility locations. Field verification (i.e., potholing and other methods as appropriate) shall be conducted throughout the preliminary engineering and final design phases to document the locations of all utilities within proximity to the guideway and station foundations of the guideway and station foundations, and other project elements that may affect utilities. Based on the information from the field investigations, the final designer will develop layouts of pipe separations based on coordination with the appropriate utility owners/operators to determine specific setback requirements for each utility line and the need for any stabilization for protection in place or relocation measures. During the construction and prior to digging, the contractor will conduct additional field verifications, which include requirements such as contacting

a utility location service to verify the position of existing pipes, and conducting additional potholing so that the final design layouts can be confirmed or adjusted as needed.

PF-US-2. Service Interruption Notification

Per Metro standard practice, prior to the start of any demolition or construction activities, Metro will be responsible for coordinating with utility and service providers regarding potential utilities service interruptions due to relocation of existing utilities. Metro will develop a construction plan in coordination with utilities and service providers to minimize interruptions of utilities systems to the greatest extent feasible, including providing temporary connection for services that must be disconnected for extended periods of time. Further, Metro will develop a contingency plan in cooperation with the utility providers for emergency repairs of any utilities unexpectedly found or that disintegrated because of age during excavations. The public would be notified of areas where temporary utilities service interruptions are anticipated.

PUBLIC FACILITIES PROJECT FEATURES

PF-PS-1. Coordination with Torrance Refining Company and Emergency Responders

Before construction of the project and during the advanced design stages, Metro would work with the Torrance Refining Company and Torrance Logistics Company, BNSF Railway, the City of Torrance, and other City entities responsible for emergency response to coordinate emergency communication systems so that, in the event of an emergency relating to flaring or other refinery operations-related hazards, Metro could hold or detour trains to avoid traveling near the refinery.

Los Angeles County
Metropolitan Transportation Authority

Hawthorne Option: Key Issues and Responses
September 2025



Metro

Hawthorne Option: Key Issues and Responses

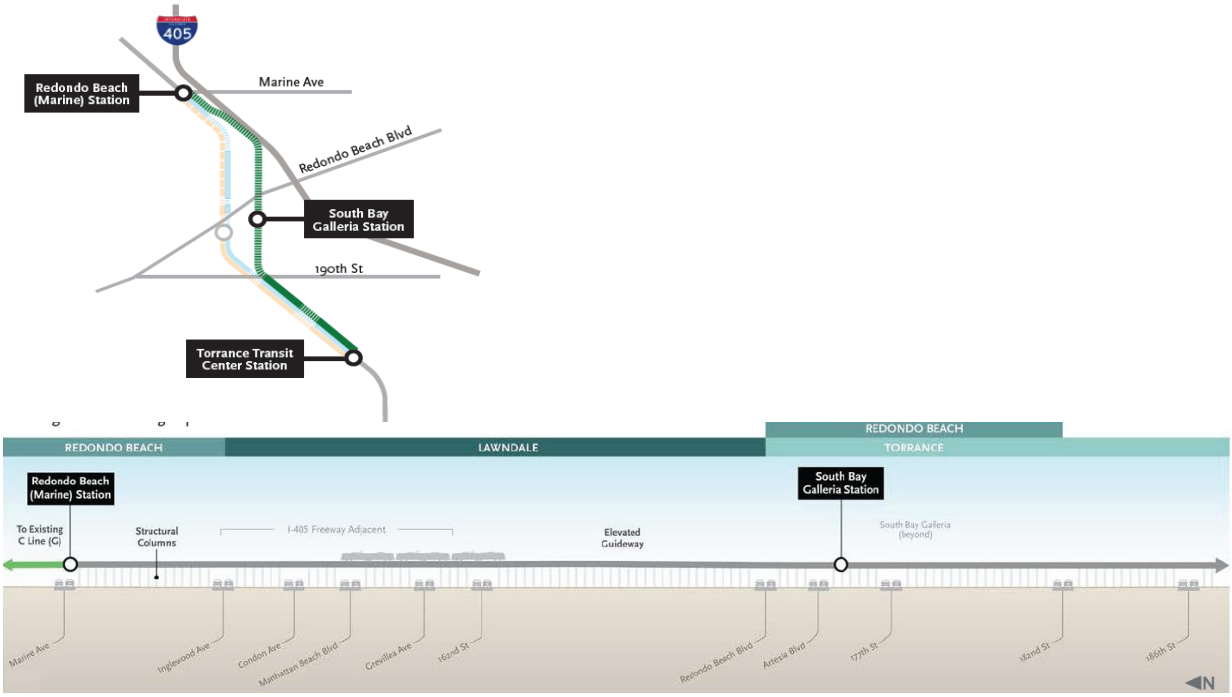
September 2025

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Overview

This document summarizes key issues and responses to comments received during the public comment period on the Draft Environmental Impact Report (EIR) regarding the Hawthorne Boulevard Option. This document organizes the written responses included in the Final EIR by topic area and includes exhibits from the Draft EIR and technical studies to make the information more accessible. For complete responses to public comments, see Chapter 5 of the Final EIR, available on the project website at www.metro.net/clineext.



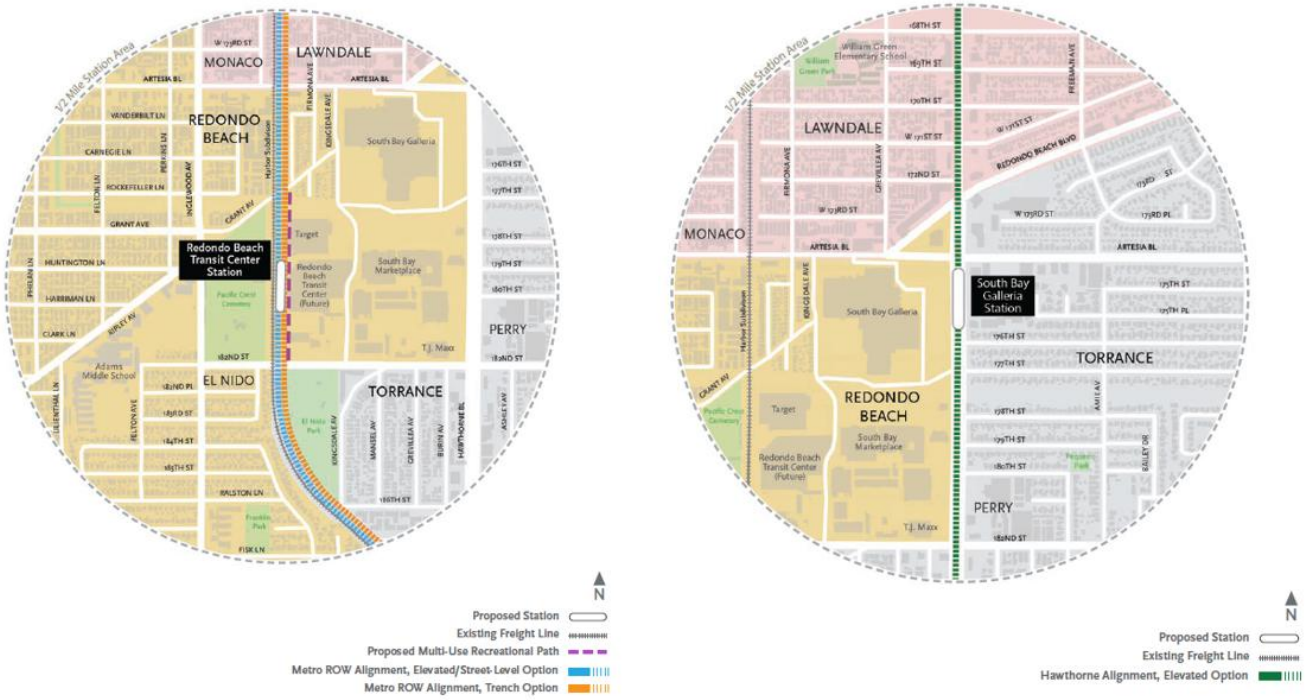
Diagrams of Hawthorne Blvd Option (Urban Design Report, 2023)

Comparison of Station Area & Connectivity: Hawthorne Option vs. Metro ROW Alignments

Station Proximity to South Bay Galleria: Both Redondo Beach station locations studied in the Draft EIR would serve the South Bay Galleria and planned redevelopment area, which extends from Hawthorne Boulevard to Kingsdale Avenue and includes the existing Redondo Beach Transit Center (TC). The South Bay Galleria Station, associated with the Hawthorne Option, would be located near the northeastern corner of the redevelopment site, while the Redondo Beach TC Station, included in all three alignment options along the Metro right of way (ROW), including the locally preferred alternative (LPA), would be located near the southwestern corner of the redevelopment site, directly adjacent to the Redondo Beach TC. Both station locations would be within easy walking distance of the South Bay Galleria redevelopment area and South Bay Marketplace.



Diagram of proposed alignment options, stations, and surrounding uses in Redondo Beach (Metro, 2025)



Diagrams of Half-Mile Radius around Proposed Stations in Redondo Beach (Urban Design Report, 2023)

Connectivity to Transit Center: Both the South Bay Galleria Station (Hawthorne Option) and the Redondo Beach TC (all Metro ROW options, including LPA) would be within walking distance of the South

Bay Galleria. However, the Redondo Beach TC Station would be better suited to directly serve rail-to=bus transfers at the Redondo Beach TC and would provide a more convenient drop-off and pickup location than the South Bay Galleria Station. Accordingly, the regional connectivity benefits associated with the Hawthorne Option are also anticipated with the ROW alternatives, including the LPA, and the ROW alternatives could offer greater connectivity overall.



Diagram of pedestrian connection between proposed South Bay Galleria station and Redondo Beach Transit Center (Urban Design Report, 2023)

Connectivity to LAX and Travel Times: In Fall 2024, Metro implemented a new operating pattern for the Metro C and K Lines. Under this revised service plan, the project would operate as part of the K Line. Under this service plan, all alignments studied in the Draft EIR would connect directly to LAX via the K Line. Metro's modeling shows that travel times between the Torrance Transit Center and the LAX/Metro Transit Center Station would be the same for both the Metro ROW alignments and Hawthorne Option—approximately 19-minutes.

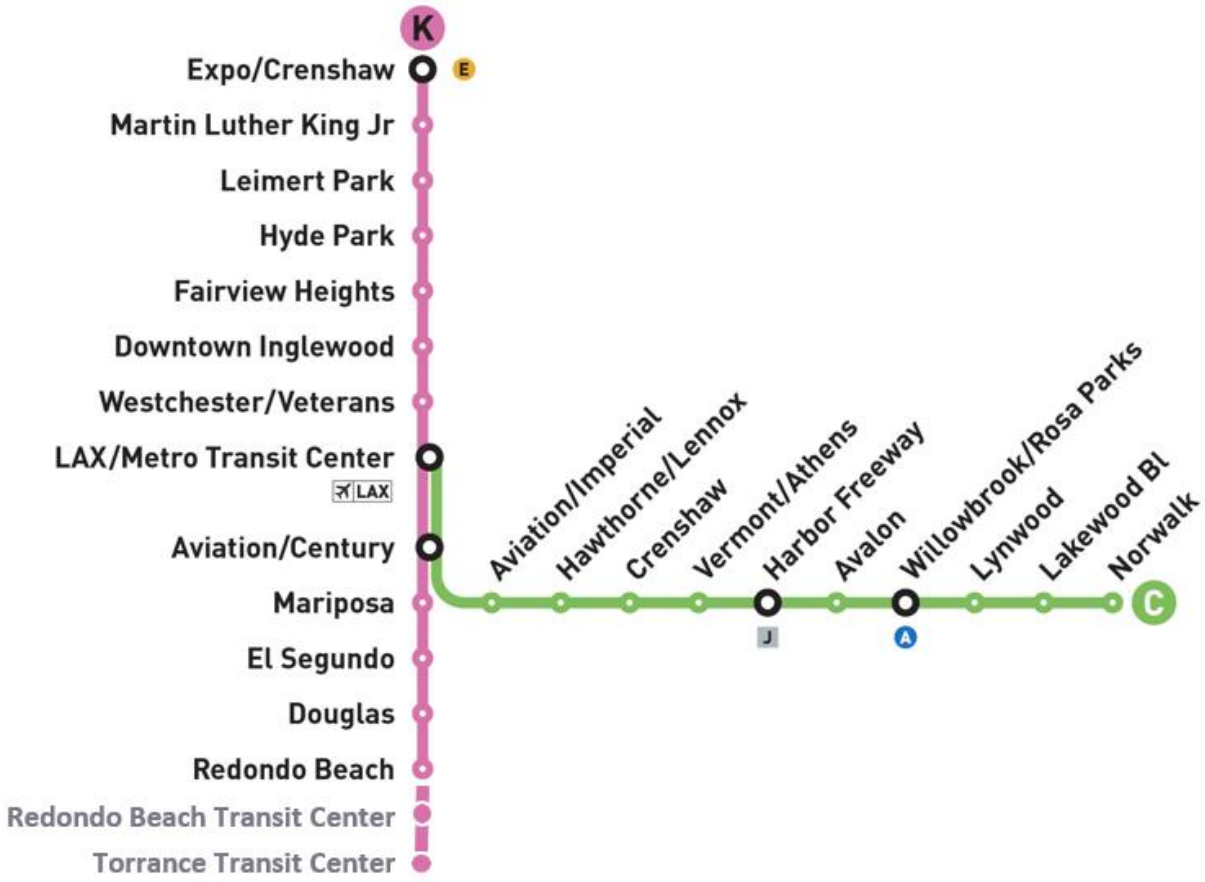
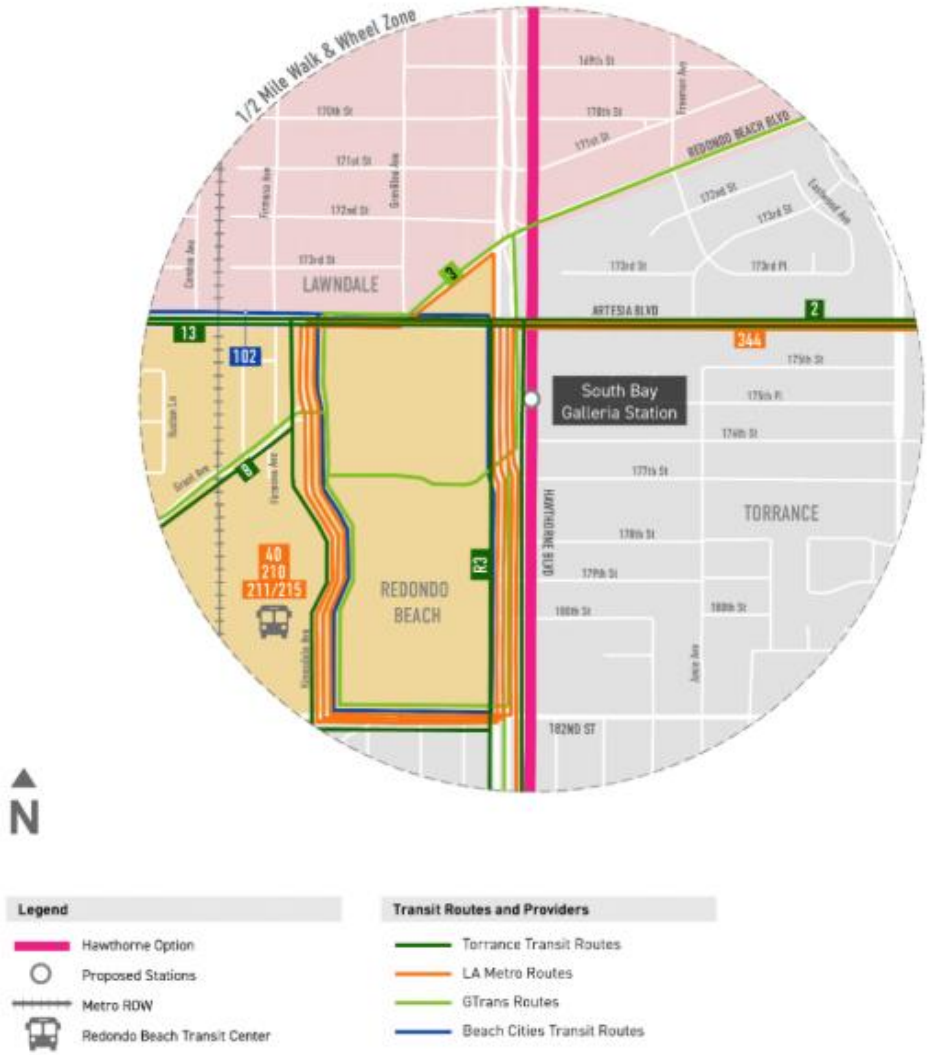


Diagram of Metro C and K Line stations with connections to LAX/Metro Center (Metro, 2025)

Bus Connectivity to Station: As shown in Figure 3.1-4 on page 3.1-19 of the Draft EIR, many existing bus transit services travel along Hawthorne Boulevard and pass by the proposed South Bay Galleria Station location on their way to the Redondo Beach Transit Center. Metro and other transit operators regularly adjust bus routes during construction of new rail stations and in response to rider demand and accessibility needs. The bus routes could be adjusted to add a stop close to the proposed South Bay Galleria Station and connect riders to the Redondo Beach Transit Center. By the time of construction of this project, the existing transit network would have the flexibility to adapt to ensure effective bus-rail connections.

Figure 3.1-4 Hawthorne Option Study Area Base Year Transit Lines (South Bay Galleria Station)



Source: Fehr & Peers, 2022; Metro, 2022; Cities of Torrance, Lawndale, Gardena, Redondo Beach, 2022

Figure 3.1-4 of the Draft EIR, showing transit routes and providers near the South Bay Galleria (Draft EIR, 2023)

Station Parking: The project would not add new parking at the Redondo Beach TC, and existing parking at this facility would remain available for transit users.

Based on Metro's system experience, the majority of rail passengers access stations by walking, bicycling, or transferring from buses rather than driving stations. Metro's annual On-Board Customer Satisfaction

Surveys show that even at stations with parking, most of that parking is typically underutilized under normal conditions. A similar pattern is expected for the proposed South Bay Galleria Station, with riders accessing the station by foot, bicycle, or bus.

First & Last Mile Connections: During the planning and design phases of major transit projects, Metro assists local jurisdictions in identifying potential First/Last Mile (FLM) improvements, such as crosswalks, bike lanes, landscaping, and pedestrian safety enhancements. However, implementation of these improvements is the responsibility of the local cities. If the project is approved, Metro would coordinate with the local jurisdictions to support FLM planning. The project would not interfere with existing bus service or prevent future bus service expansion (see Draft EIR Sections 3.1-4.1.1 and 3.1-4.1.2). Development of either the Redondo Beach TC Station (as part of Metro ROW alignments, including the LPA) or South Bay Galleria Station (as part of the Hawthorne Option), would improve bus-rail connections and provide convenient transit access to surrounding destinations.

Hawthorne Option: Land Use Planning

Community Division: The Hawthorne Option would be entirely elevated, running parallel to Interstate 405 (I-405) before continuing southbound in the median of Hawthorne Boulevard. Because the guideway would pass above the street, there would be no conflicts between light rail operations and roadway crossings, and no impediment to pedestrian movement across Hawthorne Boulevard. Crosswalks would be maintained, replaced, or added, as needed to preserve connectivity between both sides of the community. The primary changes to the roadway would involve reconfiguring intersections to relocate left-turn lanes and reducing median parking to accommodate the guideway's support columns. While these modifications may alter traffic flow, they would not prevent vehicles or pedestrians from crossing Hawthorne Boulevard, and therefore, they would not physically divide the community.

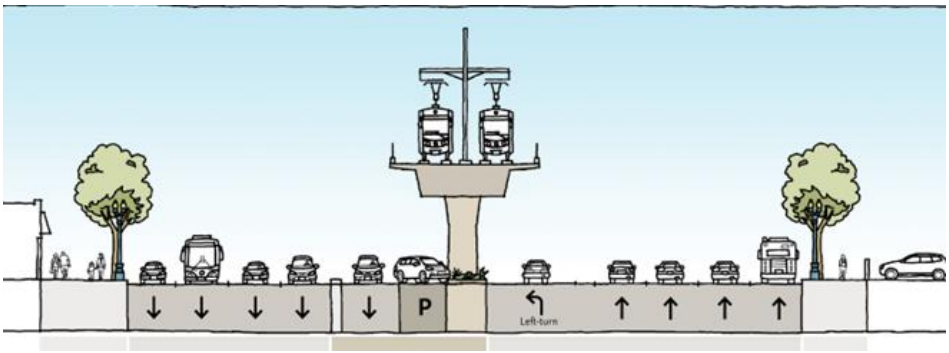


Diagram of Hawthorne Blvd Option between 171st Street and Redondo Beach Blvd (Draft EIR, 2023)

Hawthorne Blvd Corridor Specific Plan: The Final EIR incorporates additional information about the business and commercial goals of Hawthorne Boulevard Corridor Specific Plan, including the vision for the North Torrance District as a gateway and active commercial environment (see revisions to Draft EIR Section 3.2-1.3 and Table 3.2-5, as shown in Final EIR Section 4.6 of Chapter 4, Corrections and Additions). These additions do not alter the analyses or conclusions of the Draft EIR. As evaluated in Section 3.2-4.2.2 of the Draft EIR, the Hawthorne Option would not conflict with land use plans or policies adopted to avoid or mitigate environmental effects. To the contrary, light rail service along Hawthorne Boulevard and the proposed South Bay Galleria Station would support the Specific Plan's goals by offering an alternative to car travel and aligning with future population and employment growth.

Property Values and Impacts to Businesses under the Hawthorne Option

Business Outreach & Notifications: As part of the environmental review process, Metro notified all property owners along the proposed alignments, including those with properties potentially affected by the alignments studied in the Draft EIR. Business-specific outreach was also conducted along each alignment under study. In addition to public meetings, Metro accepted comments from business owners through all standard channels, including email, phone, and written submissions. All comments received are part of the public record and have been considered in the environmental review and decision-making process.

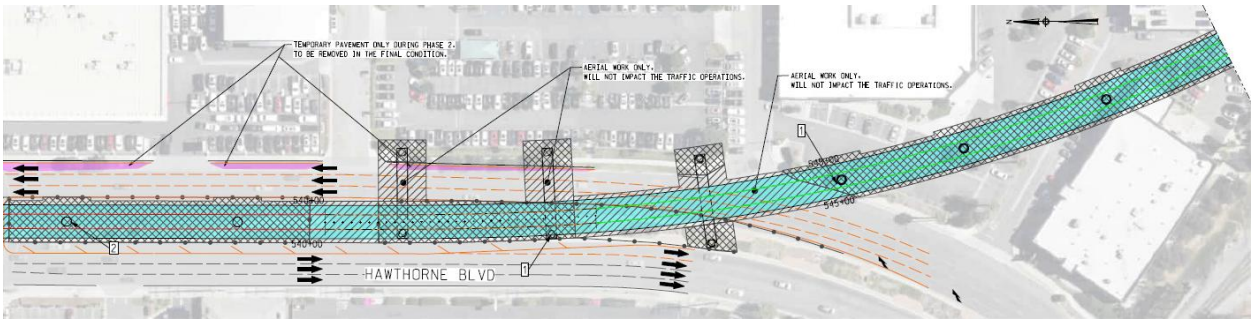
Businesses Along the Corridor: The Draft EIR and related analyses recognize that the Hawthorne Option would involve construction along a busy commercial corridor and regional throughfare that carries approximately 70,000 vehicles per day. Construction of the elevated light rail structure would require lane closures, which would affect traffic flow and potentially disrupt businesses. There are approximately 170 commercial properties supporting approximately 350 businesses along the Hawthorne Option alignment.

Real Estate & Potential Property Acquisitions: During advanced conceptual engineering, Metro sought to minimize impacts to private properties for all alignment options, including the Hawthorne Option. While it is possible to avoid displacement of residents, Metro determined that the Hawthorne Option could not be built or operated without permanent acquisition of non-residential properties, which would in turn affect associated businesses. Among the alignment options studied, the Hawthorne Option would require the greatest number of property acquisitions and result in the highest number of business displacements. Several commercial properties along Hawthorne Boulevard, including gas stations, auto repair shops, self-storage, furniture store, and auto dealerships, would need to be permanently acquired to accommodate the elevated alignment. In addition, temporary construction easements would be required, including an auto dealership and other businesses, to construct the support structures for the elevated structure. As discussed below, Metro's acquisition process prioritizes good-faith negotiations with property owners, with eminent domain considered only considered as a last resort. The properties affected by each alignment option are summarized in the 2023 Real Estate Acquisition Report.

Potentially Affected Auto Dealerships: As shown in Drawing RW-763 of Appendix 2-A of the Draft EIR, the Hawthorne Option is anticipated to require permanent acquisition of the Volvo Cars South Bay auto dealership (APN 4084-024-086) to allow the alignment to turn from Hawthorne Boulevard onto the Metro ROW. During advanced conceptual engineering, Metro sought to minimize property impacts along the transition from Hawthorne Boulevard to the Metro ROW; however, geometric and engineering constraints made it infeasible to fully avoid acquisitions where the alignment turns southeast toward the Metro ROW.

In addition to the acquisition of the Volvo Cars South Bay auto dealership, a permanent easement would be needed at Jerome's Furniture (APN 4084-024-026) to accommodate support structures, and at portions of the South Bay BMW/Mini auto dealership (APN 4084-024-023) for straddle bents to support the elevated structure while preserving visibility along Hawthorne Boulevard.

During construction, temporary easements would be required at South Bay BMW (APN 4084-024-023) and Penske South Bay Cadillac (APN 4084-024-063). However, most construction would occur within the street and public right-of-way under Caltrans jurisdiction for this segment of Hawthorne Boulevard.



Construction Staging Plan: Stage 2 (Draft EIR Select ACE Drawings, 2023)



Figure 3.3-82. Simulation View, looking south/southeast from Hawthorne Boulevard near 186th Street towards Jerome's Furniture Store and Auto Dealerships (Draft EIR, 2023)

Real Estate Process: Formal negotiations related to property acquisition would occur only if and when the project is approved, but Metro encourages stakeholder input throughout the environmental review process. The Metro Board of Directors (Metro Board) allocates funding for real estate, and any businesses displaced by the project would receive advance written notice along with information on their eligibility for relocation assistance and payments before being required to move.

While potential effects on sales, property, and business license tax revenues do not constitute significant environmental impacts under CEQA, Metro remains committed to minimizing property acquisitions and supporting the continued success of local businesses during and after construction.

Support to Local Businesses: Metro is also committed to helping small businesses remain viable during and after construction. Through initiatives like the Business Interruption Fund, Metro provides eligible businesses with assistance for certain operating expenses and marketing support to help them continue serving customers during construction. More information about these programs is available on the Metro website at https://www.metro.net/about/business-interruption-fund/ and https://eat-shop-play-lametro.hub.arcgis.com/.

Property Values: Multiple studies (Shankar, P., Young, L., Haas, P., & Esling, P., 2019; Noh, Y., & Li, W., 2024; Rennert, L., 2022) show that residential and commercial properties located within a half-mile radius of transit stations tend to experience increased property values. This effect is typically attributed

to the enhanced accessibility provided by transit systems, offering greater access to destinations, such as employment centers, schools, and entertainment hubs. Proximity to transit stations also tends to improve community livability by fostering accessibility, which is increasingly valued in residential markets.

Revitalization of Corridor vs Station Areas: In response to comments regarding potential revitalization along Hawthorne Boulevard, studies show that revitalization effects are typically concentrated around station areas—generally within a quarter-mile to half-mile, or about a 5- to 10-minute walk. Both station options in Redondo Beach would include businesses along Hawthorne Boulevard within the station catchment area.

Ridership – Alignment Comparisons

Ridership Analysis: As a part of the project evaluation, Metro conducted a ridership analysis to forecast future boardings, travel patterns, time savings, and congestion benefits (measured as a reduction of vehicle miles traveled or "VMT"). The methodology and findings are documented in the 2023 Ridership Summary Report, published concurrently with the Draft EIR.

Metro's travel demand model uses socioeconomic data from the Southern California Association of Governments (SCAG) projected for 2042. The model calculates projected ridership for a typical weekday and applies an "annualization factor" of 318 to compute annual ridership. An annualization factor of 318 corresponds to 245 days of typical weekday ridership, and 120 days of weekend/holiday ridership at around 60% of weekday ridership. Based on this modeling, ridership projections show that riders from the greater South Bay and Palos Verdes Peninsula would use the system to connect to the regional rail network.

Metro's travel demand model also accounts for telecommuting, which accelerated during the COVID-19 pandemic. Preliminary testing using SCAG's Activity Based Model (ABM) indicates that the long-term number of telecommuters will be lower than some early forecasts suggested, in part because many industries cannot support a large fraction of telework.

The ridership analysis is based on reliable data that captures realistic long-term travel trends. Section 3.5-3.3 of the Draft EIR discusses the pandemic's temporary effects on commuting and transit use, including the 2020–2021 decline due to remote work and altered travel habits. That discussion also notes a recovery in commute frequency and transit ridership, suggesting a gradual return to pre-pandemic patterns. The analysis relies on the best transportation data available, including projections from the University of California, Davis (2022).

Metro ridership, which declined during the COVID-19 pandemic in 2020, has grown steadily in the last few years. In February 2025, Metro reported 311 million boardings in 2024—an 8% increase over 2023 and the highest annual ridership since before the pandemic. Metro will continue to monitor telecommuting and ridership data to inform the project to ensure future analyses appropriately reflect long-term trends.

Ridership Benefits in Relation to Construction Cost: The Hawthorne Option was projected to generate higher total project trips and new riders. However, the Metro ROW alignments achieved greater reductions in VMT and higher travel time savings per trip. When considered alongside construction cost estimates, the travel benefit-to-cost analysis found that the Elevated/At-Grade Alignment and LPA outperformed both the Hawthorne Option and Trench Option. See summary table below, which was provided to the Metro Board in the April and May 2024 Board Reports during the selection of the LPA.

Comparison	Metro ROW (Elevated/ At-Grade)	Trench Option (ROW)	Hybrid Alt (ROW)	Hawthorne Option	High Frequency Bus Alt
Annual Project Trips	~3.68M	~3.68M	~3.68M	~4.96M	~1.29M
Annual New Riders	~1.49M	~1.49M	~1.49M	~1.74M	~396K
Annual VMT Reduction	~19.51M	~19.51M	~19.51M	~19.39M	~2.28M
Travel Time Savings/Trip (minutes)	22	22	22	19.7	18.2
Cost/ Annual New Riders	$1,318	$1,905	$1,497	$1,695	$338
Cost/ Annual Project Trips	$534	$772	$607	$595	$103
Cost/Annual VMT Reduced	$101	$146	$115	$153	$59

Source: Metro (2024)

Hawthorne Option Construction Considerations

Construction Impacts to Roadways: Hawthorne Boulevard serves as a major regional arterial and carries approximately 70,000 vehicle trips per day. Construction of the Hawthorne Option would entail lane closures and parking loss, which would exacerbate existing traffic congestion locally and across the South Bay during an extended five-to-seven-year construction period. Major utility relocations would also be required, including relocation of a major underground storm drain located beneath Hawthorne Boulevard, which would necessitate further lane closures. In addition, as discussed below, high-voltage overhead transmission lines that traverse the corridor would need to be elevated or relocated to accommodate the Hawthorne Option guideway. These factors contribute to the Hawthorne Option's estimated construction cost of $2.96 billion (as estimated in 2022), the highest among the alignment options studied. As noted in the Metro Board Report for the Metro Board's May 23, 2024, regular meeting at which it selected the LPA, the Hawthorne Option also presents several implementation challenges, including encroachment into Caltrans ROW and the need for federal environmental review under the National Environmental Policy Act (NEPA), which could extend the project schedule by two to four years.

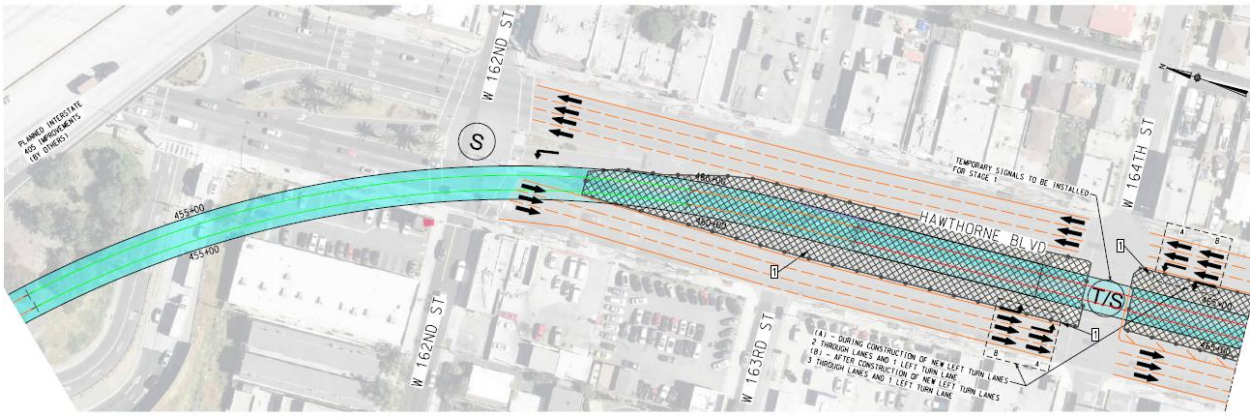
Jurisdiction: I-405, the San Diego Freeway, and portions of State Route 107 (SR 107) (Hawthorne Boulevard), remain under Caltrans' jurisdiction, except for the segment of SR 107 within the City of Lawndale, which Caltrans relinquished to the City in 2003. Metro would continue to coordinate with Caltrans to obtain permits required for design and construction of facilities that affect Caltrans facilities.

Construction Permits: Prior to initiating localized construction activities, Metro and its contractors would coordinate with relevant authorities, including Caltrans, consistent with standard practices and procedures, to obtain construction permits and coordinate plans for the timing and extent of lane closures.

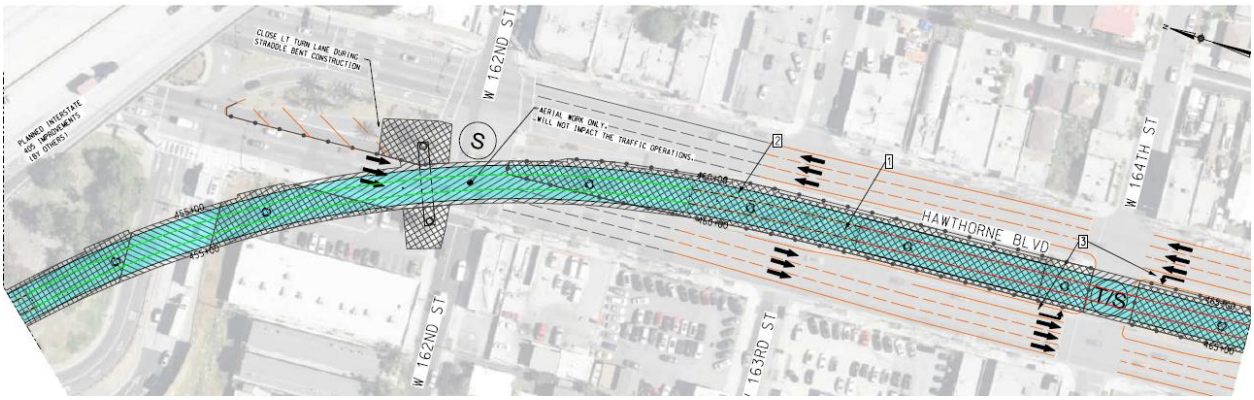
Construction Staging: As described in Appendix 2-A of the Draft EIR, construction for the Hawthorne Option is anticipated to be staged in three phases: modifying Hawthorne Boulevard lanes, constructing the light rail guideway, and completing median work. Phasing would be designed to minimize full closures and maintain access to all driveways during business hours. However, these staging plans reflect a conceptual level of design, and the precise nature and phasing of construction is not known or required to be determined during preparation of the EIR.

During construction, all alignment options would involve similar types of construction equipment, vehicles, signs, staging, and personnel presence. However, as noted in the Draft EIR (e.g., page 3.3-90), the Hawthorne Option would introduce a larger permanent visual change due to the elevated guideway in a highly visible corridor, and would therefore result in a higher degree of visual change.

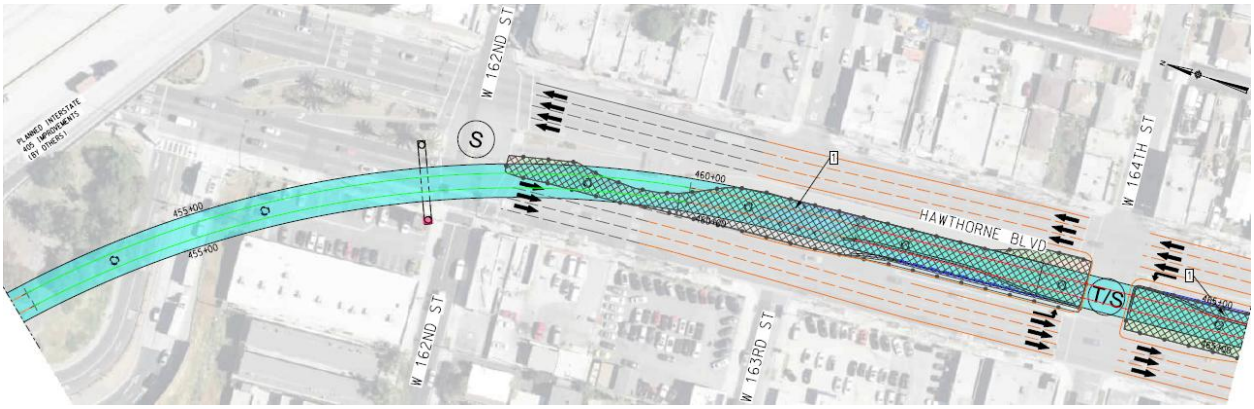
Apart from construction nighttime lighting impacts, the Draft EIR concluded that the impacts of the Metro ROW alignments and Hawthorne Option on aesthetic and visual resources would be less than significant. Mitigation Measure MM-AES-1: Construction Lighting, is provided for all options.



Construction Staging Plan: Stage 1 (Draft EIR Select ACE Drawings, 2023)



Construction Staging Plan: Stage 2 (Draft EIR Select ACE Drawings, 2023)



Construction Staging Plan: Stage 3 (Draft EIR Select ACE Drawings, 2023)

Construction Access to Properties: Temporary closures for construction would not fully preclude access to adjacent land use, although the exact nature of the disruption and temporary accommodations to maintain access cannot be known during the EIR phase. In similar past projects, Metro and its contractors have coordinated with local businesses and residents as well as relevant jurisdictions to manage access and the effects of temporary closures and identify reasonable accommodations or alternatives, which could include limiting construction hours, providing alternate routes or temporary easements, or other strategies. These are identified as part of the preliminary engineering work, and updated as necessary prior to the initiation of localized construction activities, in the development and implementation of the Construction Traffic Management Plan (CTMP), which is described as Project Feature PF-T-1: Construction Traffic Management Plan in the Final EIR.

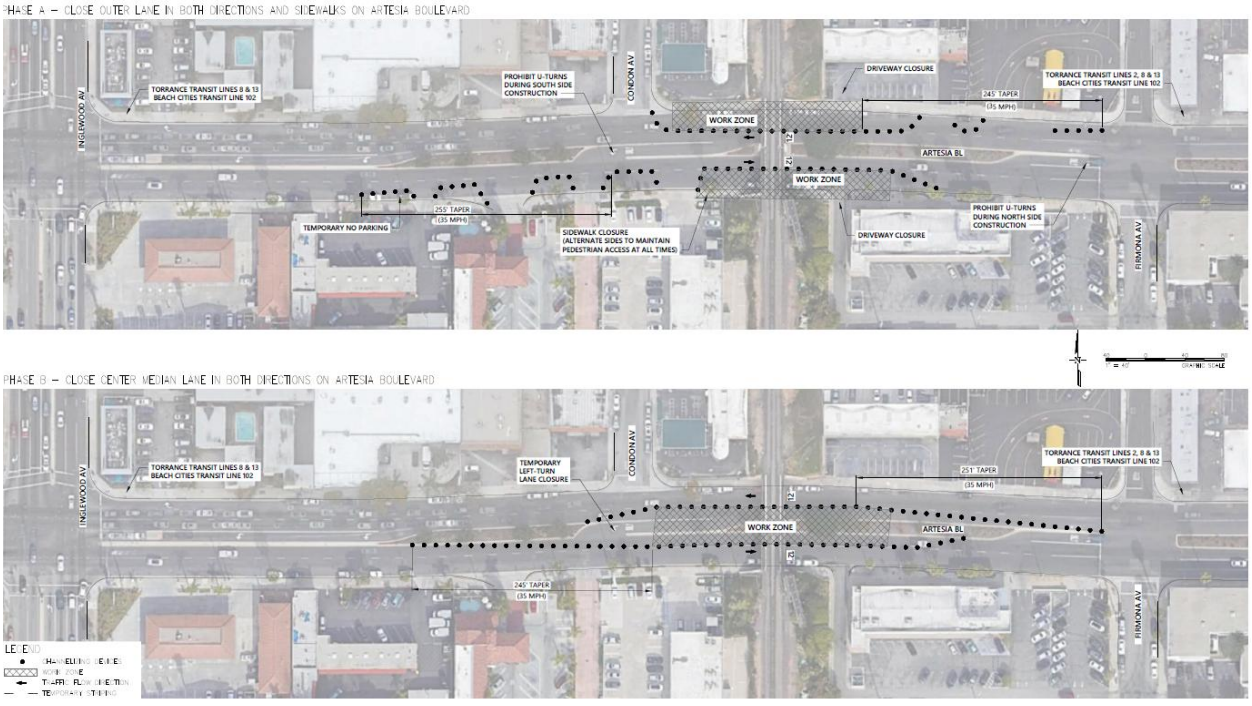


Diagram of Traffic Handling Concept at Artesia Blvd (Draft EIR Select ACE Drawings, 2023)

Construction Traffic Management Plan: As is typical for large infrastructure projects, the CTMP would be coordinated with the local jurisdiction, and for certain areas, with Caltrans, to meet the transportation needs of communities and manage any temporary traffic disruptions. Key measures included in the CTMP would ensure access for vehicles, pedestrians, and cyclists, detour routes during road or lane closures, emergency access protocols, and coordination with affected cities and Caltrans. The CTMP would be updated as the project progresses and new information about construction logistics becomes available.

Construction Impacts on Bus Stops: There are approximately eight pairs of bus stops located along Hawthorne Boulevard within the area to be directly affected by construction. Because construction would be phased to minimize disruption to Hawthorne Boulevard, not all bus stops would be temporarily closed or relocated simultaneously, but there is the possibility that more than one bus stop on the same side of the road, or on opposite sides in the same roadway segment, could be closed or relocated during the same period. It is probable that each of these bus stops would need at least some period of closure or relocation during construction.

Utility Relocation: As noted, major utility relocations would be required to implement the Hawthorne Option, including relocation of a major underground storm drain located beneath Hawthorne Boulevard, which would require lane closures to construct. In addition, the Hawthorne Option would require the high-voltage overhead transmission lines that traverse the corridor to be raised or relocated to meet the required safety clearance between the wires and light rail system. These factors contribute to the Hawthorne Option's estimated construction cost of $2.96 billion (as estimated in 2022), the highest of the alignment options studied.

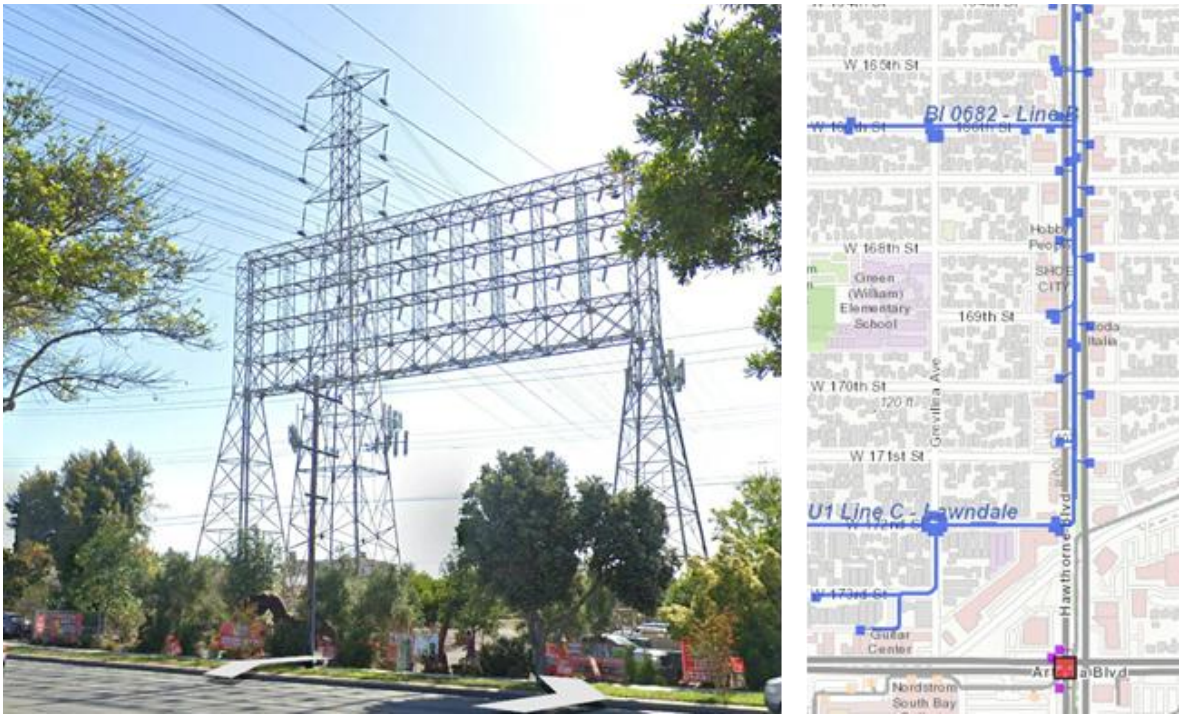


Photo of utility corridor with high voltage transmission lines that cross Hawthorne Blvd (Google street view) and diagram of major storm drain located in center of Hawthorne Blvd, to be relocated for Hawthorne Blvd Option (Metro, 2025)

Utility Coordination: Section 3.11, Utilities and Service Systems, of the Draft EIR, includes details on utility relocations, including those required for the Hawthorne Option. Project Feature PF-US-1: Utility Identification and Coordination (Draft EIR page 3.11-10) requires proper utility identification and coordination prior to construction activities. As per Metro standard practice, the construction contractor would verify the locations of all existing utilities potentially affected by construction and demolition activities through coordination with utility providers for both wet and dry utilities (e.g., water, sewer, gas, electric, and telecommunications). This coordination would include obtaining documentation of existing utility locations and conducting field verification, such as potholing and geotechnical investigations. Based on these investigations, the contractor would coordinate with the respective utility providers to determine the necessary setbacks, protections, or relocations for each utility line, including stabilization measures for high-voltage power lines near the freeway under the Hawthorne Option. This process would ensure that all required utility relocations or protections are fully assessed and implemented, preventing impacts on essential services and infrastructure.

Geology / Soil Impacts: The 2023 Geotechnical Data Report, prepared to support the Draft EIR engineering plans, reviewed past geotechnical investigations, including a Caltrans boring log near Hawthorne Boulevard and 166th Street. This historic log indicates the soil types are similar to the soils along the Metro ROW, which are loose to medium sandy materials at upper depths and clayey sands farther down. There is no evidence to suggest that soil conditions along the Hawthorne Option are materially more stable than those along the Metro ROW. Some commenters suggested that operation of the former Red Car along Hawthorne Boulevard demonstrates greater soil stability there. However, the comparison is not apt, as the Red Car was an at-grade system, whereas the Hawthorne Option would be entirely elevated and therefore subject to different structural requirements regardless of underlying geologic conditions. Moreover, soils beneath the Metro ROW have performed without issues under the freight trains, which are considerably heavier than light rail trains.

Hawthorne Option: Permanent Changes to Roadways, Traffic Delay and Level-of-Service (LOS)

Although Level-of-Service (LOS) is no longer used in CEQA to determine environmental impacts, Metro separately published the 2023 Transportation Detail Report to analyze local traffic conditions. This report describes present traffic conditions, evaluates future conditions with and without the project, and assesses how the alignment options would affect traffic circulation, bus route integration and public on-street parking. These issues were studied to ensure the project design takes into consideration local traffic operations, road safety, and access for emergency services, regardless of CEQA requirements.

Some comments related to the Hawthorne Option raised concerns about intersection operations along the segment of Hawthorne Boulevard between Redondo Beach Boulevard and 182nd Street, where additional traffic signals and roadway modifications are proposed. Primary changes proposed to the streets for the Hawthorne Option include:

- Modification to left turn lanes on Hawthorne Boulevard from 164th Street through 186th Street to accommodate support columns for the elevated light rail structure.
- Signalization of the intersection of Hawthorne Boulevard and 164th Street.
- Installation of a new mid-block crossing approximately 360 feet south of Artesia Blvd to provide access to proposed station.
- Reduction of the northbound left turn pocket on Hawthorne Boulevard at 177th Street from two turn lanes to one turn lane.
- Signalization of the intersection of Hawthorne Boulevard and 179th Street.
- Closure of the median at Hawthorne Boulevard and 180th Street to prevent unsafe left turns, which would permanently detour to 179th Street (northbound) or 182nd Street (southbound) to reverse direction.

All of these Hawthorne Option-related changes to traffic operations at signalized and unsignalized intersections are addressed in the 2023 Transportation Detail Report. That analysis used a detailed transportation microsimulation model to analyze changes to automobile traffic on roadways to provide detailed LOS and vehicle queueing metrics. The 2023 Transportation Detail Report used forecast peak hour traffic volumes, which is customary for traffic studies, and accounted for potential traffic rerouting resulting from the Hawthorne Option's modifications to the median access.

Complete Streets: The project would not preclude Caltrans from carrying out the Complete Streets Directive for projects it funds or oversees, including those on Hawthorne Boulevard. The project includes Complete Streets-supportive elements, such as the implementation of new signalized pedestrian crossings that reduce the interval between safe crossings on Hawthorne Boulevard between residential and retail land uses.

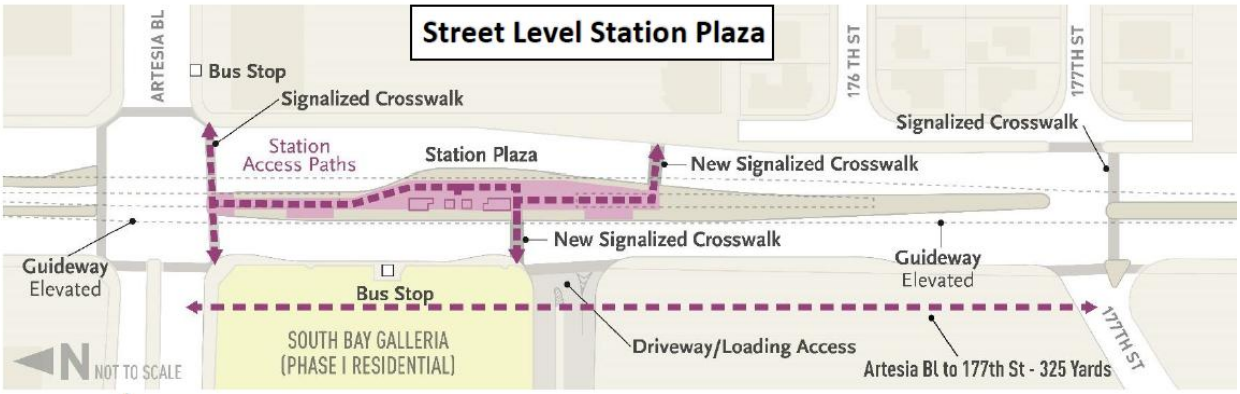


Diagram of proposed South Bay Galleria Station along Hawthorne Blvd and pedestrian access (Final EIR, 2025)

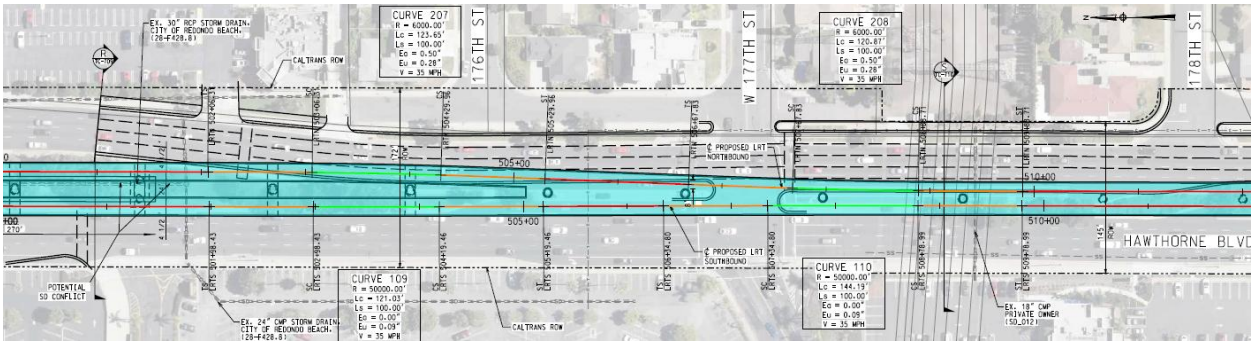
Mid-Block Crossings: Both the Draft EIR and the 2023 Transportation Detail Report, which evaluates non-CEQA issues and was published concurrently with the Draft EIR, include consideration of the mid-block pedestrian crossing at the south end of the South Bay Galleria Station (Hawthorne Option). The mid-block pedestrian crossing is intended to provide safe, convenient pedestrian access to the station, particularly for residents approaching from the south and the neighborhood east of Hawthorne Boulevard, thereby supporting the project's goal of providing a viable alternative to continual growth in traffic volumes.

The project seeks to reduce the risk of unsafe crossing behavior by providing safe crossing locations as close to the station as possible. Additional signalized crossings, as proposed by the Hawthorne Option, would help reduce the distance between safe pedestrian crossings on Hawthorne Boulevard between Artesia Boulevard and 182nd Street, better supporting pedestrian access and redistributing some vehicular traffic. The proposed crossing would be signalized and would be located approximately 360 feet south of the existing signal at Hawthorne Boulevard and Artesia Boulevard. Without a signalized crossing at the south end of the station, transit passengers approaching the station from the south (near 177th Street) would be more likely to attempt to unsafely cross Hawthorne Boulevard because of the long distance (over 1,000 feet) between signalized crossings at Artesia Boulevard and 177th Street.

Under existing conditions, there are approximately 1,000 feet between existing signals. To avoid these longer walks, pedestrians might choose to cross at unsignalized locations, which is allowed under California Vehicle Code Section 275, but increases the risk of vehicle-pedestrian collisions. The additional signalized crossings proposed by the Hawthorne Option would improve overall pedestrian safety by enhancing designated crossing facilities and reducing the risk of collisions.

This is also supported by the analysis of vehicle-pedestrian collisions along the corridor, as shown in Figure 3.1-14 of the Draft EIR. For instance, in the segment of Hawthorne Boulevard between approximately 162nd Street and Artesia Boulevard (which has more crossings between 400 to 600 feet apart), there were far fewer collisions total than in a comparable distance from Artesia Boulevard south to 182nd Street (which has fewer crossings).

177th Street: For the proposed crossing associated with the Hawthorne Option, the northbound left-turn pocket on Hawthorne Boulevard approaching 177th Street would be reduced from two lanes to one. This change would be managed through a combination of increased storage space (lengthening the turn lane) and adjustments to signal timing and phasing to maintain acceptable traffic flow. Signal operations could be further adjusted as needed to respond to evolving traffic patterns and reduce the risk of queues exceeding available storage in between signal cycles.

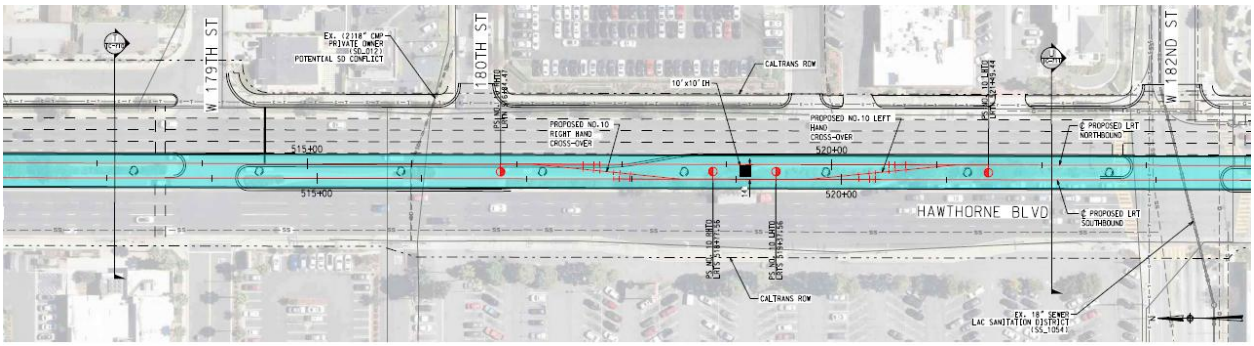


Hawthorne Blvd & 176th, 177th and 178th Streets (Draft EIR Select ACE Drawings, 2023)

179th Street: A new traffic signal is proposed at 179th Street to facilitate safe vehicle turns and pedestrian access, as the location is presently unsignalized. This improvement would help accommodate traffic that would otherwise make left turns at the existing unsignalized median opening at 180th Street, which would be closed under the Hawthorne Option. To support this change, the northbound left turn lane on Hawthorne Boulevard approaching 179th Street would be extended up to 230 feet. This added storage would help prevent left-turning vehicles from spilling into through lanes, maintaining efficient traffic flow. The proposed signal would preserve access for local neighborhoods and businesses affected by the median closure. Signal warrant analysis would be provided for new signals in the next phase of engineering should the Hawthorne Option be approved by the Metro Board following certification of the Final EIR.

180th Street to 182nd Street: The Hawthorne Option would permanently close the median at this location and require left turning traffic to either continue north to the newly signalized intersection at 179th Street, or south to the existing signalized intersection at 182nd Street. Both locations permit drivers to make a U-turn to access 180th Street or the shopping plaza. This closure is required because the column placement through this segment would otherwise create visual obstructions that would prevent drivers from seeing oncoming traffic in an unsignalized left.

According to the 2023 Transportation Detail Report, the 179th Street/Hawthorne Boulevard intersection is expected to handle the diverted traffic effectively, as it would be signalized under the Hawthorne Option, though adjustments to signal timing would be made to optimize flow and further minimize queues. Similarly, southbound drivers who would have previously turned left at 180th Street would be directed to continue to 182nd Street for left turns or U-turns. This change may impact the PM peak LOS at 182nd Street, but additional signal timing adjustments could further manage traffic flow at that location.



Hawthorne Blvd & 179th, 180th, 182nd Streets (Draft EIR Select ACE Drawings, 2023)

Potential Delays to Vehicles: The analysis concluded that, at major intersections, average delay would generally increase compared to the 2042 No Project scenario. At some intersections, vehicle queues may also increase. The location of the most substantial increase was the northbound left-turn queue at Hawthorne Boulevard and 179th Street. The increase in queues is caused by the closure of the median at 180th Street, which causes some northbound turn volumes to divert to 179th Street, which would become a signalized intersection. Similarly, queues would increase at the southbound left turn lane at 182nd Street as a result of the 180th Street median closure. At most other intersections, vehicle queues would either increase or decrease by a proportionate number of vehicles, depending on where traffic shifts occur.

Left-turn queues are managed through a combination of available storage space (such as lane and turn pocket lengths) and traffic signal timing. Signal timing and phasing could be adjusted over time in response to evolving traffic patterns, helping to ensure that left-turn queues do not exceed the available storage space between signal cycles. This operational flexibility allows for efficient traffic management and minimizes potential congestion at intersections.

Parking Loss: The 2023 Transportation Detail Report identifies approximately 20 median parking spaces that would be lost to accommodate the columns for the elevated light rail structure within the City of Lawndale. Within the City of Torrance, the Hawthorne Option would require widening a segment of Hawthorne Boulevard between 175th Street and 179th Street (and narrowing the parallel frontage road) which would result in the loss of approximately 12 overnight parking spaces. These changes are limited in scope and are necessary to accommodate the elevated structure within the existing public right-of-way and avoid acquisition of private properties.

Landscaping: Metro would coordinate with Caltrans as needed for the removal and replacement of any trees on Caltrans facilities required by the project in accordance with applicable requirements from the Office of Stormwater and Landscape Architecture.

Pursuant to Metro's Tree Policy (2022b), trees would be preserved where feasible and replaced at a ratio of 2:1 (or 4:1 if the tree is considered a heritage tree). Additionally, new landscaping, shade trees, and other design elements would be introduced to enhance the natural character of the corridor and support a unified, visually appealing environment. Metro's Tree Policy has been incorporated into this Final EIR as Project Feature PF-BIO-1. Metro Tree Policy.

Comparison of Aesthetic Considerations: Hawthorne Option vs. Metro ROW Alignments

Proposed Design of Elevated Light Rail along Hawthorne Boulevard: The height and width of the elevated structure would vary along the alignment, but the elevated guideway would generally be about 30 feet high, and the Overhead Contact System (OCS) on top would be about 15 feet tall. The depth of elevated structure piles could range between 90 to 150 feet, depending on existing geotechnical and groundwater conditions. The exact depths of any structural piles required for the project would be determined during preliminary design, when geotechnical investigations would be completed.

As described in Section 3.3, Aesthetics of the Draft EIR, the project corridor is already highly urbanized, with a mix of residential, industrial, and commercial land uses, as well as the existing freight rail infrastructure. There are no designated scenic vistas or notable natural landscapes within the project's vicinity. Due to existing development and infrastructure, the existing visual quality in the area is generally low for vividness, intactness, and unity.

As part of this analysis, the Draft EIR considered changes associated with the elevated structure, including its scale, form, and relationship to adjacent land uses. The Hawthorne Option would not create a "tunnel-like" feeling for motorists, as the elevated structure would be located within the median, and motorists would primarily be driving parallel to the guideway, rather than underneath it, except when making a left turn or crossing through an intersection. The structure would span intersections and would not fully enclose the roadway. As a result, the Hawthorne Option would not create the physical characteristics of a tunnel, or result in a substantial degradation of existing visual quality.

The elevated guideway would run parallel to the Interstate-405 Freeway, and it would generally have a similar scale and massing to surrounding structures. In addition, the components of the Hawthorne Option would be designed to comply with applicable design standards and would incorporate architectural treatments and landscaping to provide a unified design. Furthermore, it would not block long range views of any prominent visual features.

Moreover, the project is not anticipated to conflict with any local zoning or other policies governing scenic quality. Metro's commitment to thoughtful, high-quality design would help ensure that the project remains visually compatible with surrounding neighborhoods.

In summary, while the project would introduce new transit infrastructure, the visual impact analysis confirms that these changes would not degrade the existing visual character or quality of the community.



Figure 3.3-73. KOP 15 – Simulation View, looking north from Grevillea Avenue towards I-405 (Draft EIR, 2023)



Figure 3.3-77. KOP 19 – Simulation View, looking northwest from 166th Street (Draft EIR, 2023)

Shadows: As stated on page 3.3-53 of the Draft EIR, shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; plant nurseries; and existing solar collectors/panels. Shadows tend to be cast in a clockwise direction from west/northwest to east/northeast throughout the day across all seasons.

For the northern portion of the Hawthorne Option, where some residential properties are located to the southwest of the alignment and the I-405 is positioned to the northeast, the elevated rail structure and proposed plexiglass soundwalls would not substantially cast shadows over residential properties due to the standard shadow patterns, as discussed in Section 3.3-4.4.2 of the Draft EIR. Shadows from the elevated guideway, including soundwalls, would instead primarily fall onto the I-405 corridor to the northeast. Additionally, the elevated guideway's location within the median of Hawthorne Boulevard and the width of the roadway would prevent significant shading of residential areas to the east. Overall, the proposed Hawthorne Option would not result in substantial shadow impacts on residential properties.



Figure 3.3-78. KOP 20 – Simulation View, looking north/northwest from Redondo Beach Blvd (Draft EIR, 2023)



Figure 3.3-81. KOP 22B– Simulation View, looking east from Hawthorne Blvd near 178th Street (Draft EIR, 2023)

Roadway/Safety Signage: Metro would follow all applicable safety laws, and structures would not block roadway signage or safety-related signage. The KOP simulations illustrate the general visual changes that would be expected to occur, and the exact location of columns and any required relocated signage would be refined during final design, with coordination with all applicable jurisdictional agencies to ensure that street signs, safety signage, and plaza signage remain visible and compliant with applicable standards.

Methodology for Construction Cost Estimates

Cost Estimates: In 2022, Metro prepared cost estimates and published the C Line (Green) Extension to Torrance Cost Estimates Summary concurrent with the Draft EIR in January 2023. As stated, Metro follows the Federal Transit Administration (FTA)'s guidelines for cost estimating, and the estimate underwent peer review prior to publication. The cost estimate is based on the advanced conceptual design available for the Draft EIR, and it includes the construction costs (which were prepared in 2022 dollars), an escalation factor to account for future inflation and market fluctuations, and a contingency to accommodate potential known and unknown risks that could increase costs during construction. In accordance with FTA guidelines, the cost estimates include multiple categories such as track guideway, stations, sitework, utility relocations, potential environmental investigations, right-of-way acquisitions, and systems. The contingency is approximately 40% based on the current level of design, in accordance with FTA guidelines. As the project design advances, the contingency would be adjusted.

Metro has refined cost estimates, posted to the project website, to share with the Metro Board as part of the consideration to approve the project and certify the Final EIR.

Selection of the Hybrid Alternative as the LPA

Based on this extensive public engagement and input, Metro staff recommended that the Metro Board of Directors select the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the "Hybrid Alternative," as the LPA. At the May 23, 2024 Regular Board Meeting, the Metro Board adopted staff's recommendation and selected the Hybrid Alternative as the LPA. Being identified as the LPA means that the design of the Hybrid Alternative has been refined and advanced in the Final EIR. However, the other options and alternatives studied in the Draft EIR remain under consideration, and the final decision on the project will not be made until after the Final EIR is issued and the Metro Board holds a final public meeting on whether to certify the Final EIR and approve the project, including any of the options or alternatives evaluated in the EIR.

The LPA addresses many of the public's concerns by eliminating the two at-grade light rail crossings by placing the light rail tracks below grade at 170th Street and 182nd Street. This, in turn, eliminates the Elevated/At-Grade Alignment's potentially significant and unavoidable noise impact caused by light rail crossing gate bells. It also avoids any potential for delays to emergency responders and prevents conflicts between light rail trains and pedestrians and cyclists, including along school routes. The LPA also avoids the construction-related significant impact to air quality generated by the Trench Option, which, if constructed, would require extensive excavation and truck hauling to remove soils. For the LPA, trench excavation would be limited to the two areas where short trenches would be constructed to grade separate 170th and 182nd Street. Relative to the Elevated/At-Grade Alignment, the LPA also eliminates the need to build a new freight bridge over Grant Avenue and avoids shifting the existing freight track closer to homes south of Artesia Boulevard, including Breakwater Village.

Similar to the Elevated/At-Grade Alignment and the Trench Option, construction of the LPA would be largely confined to the Metro ROW, which minimizes the real estate acquisitions needed to construct and operate the project north of 190th Street associated with the Hawthorne Option. The LPA identifies up to four non-residential parcels as permanent full acquisitions to locate Traction Power Substations (TPSS). Like the other alignments studied in the Draft EIR, the LPA is designed to avoid displacement of residents. The LPA would result in a construction duration approximately one year longer compared to the Elevated/At-Grade Alignment, but the overall construction duration would be within the five-to-seven year construction schedule range described in the Draft EIR.

The LPA is projected to attract about 4,690 new riders and 11,500 total daily project trips by 2042 (which also applies to the Elevated/At-Grade Alignment and Trench Option). Further, the LPA's projected cost of $2.23 billion (as estimated in 2022) is significantly lower ($730 million less) than that of the Hawthorne Option. For more information, see MR-21: Cost Estimates and Schedule.

Metro recognizes the permanent nature of this project and its potential to shape the community for generations. The Metro Board will continue to carefully weigh all relevant factors as they review the Final EIR and make a final decision on whether to certify the Final EIR and approve one of the alignment options under consideration.

References

2023 Draft EIR & Advanced Conceptual Engineering Plans (2023), Appendix B of Draft EIR

2023 Transportation Detail Report

2023 Real Estate Acquisitions Report

2023 Ridership Report

2023 Cost Estimate Summary

2023 Urban Design Study

May 2024 Metro Board Report at https://boardagendas.metro.net/board-report/2024-0272/

2025 Final EIR

2025 Real Estate Acquisitions Report

ATTACHMENT F C LINE EXTENSION TO TORRANCE PROJECT
SUMMARY OF RECENT ENGAGEMENT FOLLOWING LPA SELECTION (2024-2025)

Overview of Engagement Activities Since LPA Selection (May 2024) to Release of Final EIR (September 2025)

- Partnership with seven local and regional Community Based Organizations (CBOs) to ensure effective strategies for broad and inclusive engagement.
- Preparation of educational materials on the Final EIR and project next steps including a factsheet, online Storymap, FAQs, and video.
- Development of a user-friendly web platform to make the Final EIR and related documents easy to navigate
- Coordination meetings with utility owners, property owners, city staff, public agencies, and stakeholders to inform responses to comments and design refinements.
- Board office briefings to solicit feedback on communications and engagement.

Notifications for Final EIR (September 2025)

- Mailed letters to agencies, affected property owners, and commenters on the Draft EIR, which included the Final EIR on a USB memory card and printed executive summary accompanying the letter.
- Distributed 32,000 door-to-door flyers and mailed postcards to over 47,000 residents and property owners.
- Made tools available on the Project Website and interactive Project StoryMap through an interactive PlanEngage platform for readers to easily navigate the contents of the Final EIR.
- Sent e-blasts to project database of over 2,500 contacts and through Metro's regional newsletter of 52,000.
- Shared on social media with approximately 309,000 reached
- Advertised online ads, which reached about 170,000 people.
- Posted on Metro's blog, The Source.
- Provided notification of the Final EIR availability in a Metro Board Box.
- Included advertisements in local and regional newspapers through media ads and legal ads.

CBO Engagement

ATTACHMENT F C LINE EXTENSION TO TORRANCE PROJECT
SUMMARY OF RECENT ENGAGEMENT FOLLOWING LPA SELECTION (2024-2025)

Metro partnered with Community-Based Organizations (CBOs) that represent the South Bay area and broader region to leverage their expertise in connecting with communities in and around the project study area.

The CBOs include: Downtown Torrance Business Association, Harbor Interfaith Services, Los Angeles County Bicycle Coalition, Los Angeles Walks, Mundo Maya Foundation, Streets for All and South Bay Forward. Through this partnership, staff worked to provide project information to Metro's defined Equity Focus Communities (EFC) and other areas served by the CBO partners. Seven CBOs joined with Metro to help inform communities about the release of the Final EIR, how to access it, and how to submit comments to the Metro Board. Each CBO conducted outreach to communities through their existing channels and activities tailored to meet the communities they serve, such as families, older adults, low-income groups, youth/children, small businesses, people with disabilities and ethnic/racial minorities. This work helped build trust between the project team and communities within the South Bay.

CBO Engagement work included:

- Posting on organizations' social media channels, website and newsletters,
- Publishing blog posts, videos and promotional materials,
- Emailing notices to organization databases,
- Distributing flyers to residential and business corridors,
- Making phone calls and sending text messages to contact lists,
- Hosting meetings and events to inform communities about the availability of the Final EIR,
- Tabling at existing events or transit stops to inform communities about the availability of the Final EIR, and
- Including project information at organizations' existing recurring meetings or events.

Attachment G

C Line Extension to Torrance Project

Implementation, Potential Sequencing and Risk Reduction

Since the LPA selection, the Project Team has completed a real estate property boundary survey, conducted title report research for potentially affected sites, and continues to hold coordination meetings with property owners, utility owners, and other third parties, including BNSF. This effort has improved the information used to develop risk management strategies. In September 2025, the Project team met with the Metro Early Intervention Team to further discuss cost and schedule refinement, proposed delivery methods, and funding and financing strategies.

At this early stage in design, Metro is exploring a sequenced implementation approach, which would organize project delivery into two phases of work, similar to the approach Metro is conducting for the Southeast Gateway Line. The first phase would involve early earthwork including relocating utilities and freight tracks, which are high risk construction activities, followed by a separate contract for light rail construction.

As part of the first phase of work, Metro would explore the potential to deliver a set of community benefits in the near-term, including the quiet-zone-ready corridor freight improvements and the neighborhood paths, as feasible. This would provide safety and noise reduction improvements to the adjacent neighborhoods. By tackling these activities first, Metro can better control costs and minimize high-risk activities for future implementation of the light rail construction contract, while providing community benefits as soon as possible. A sequenced approach would also help manage escalation-related costs by advancing some elements of the Project while Metro identifies additional funds.

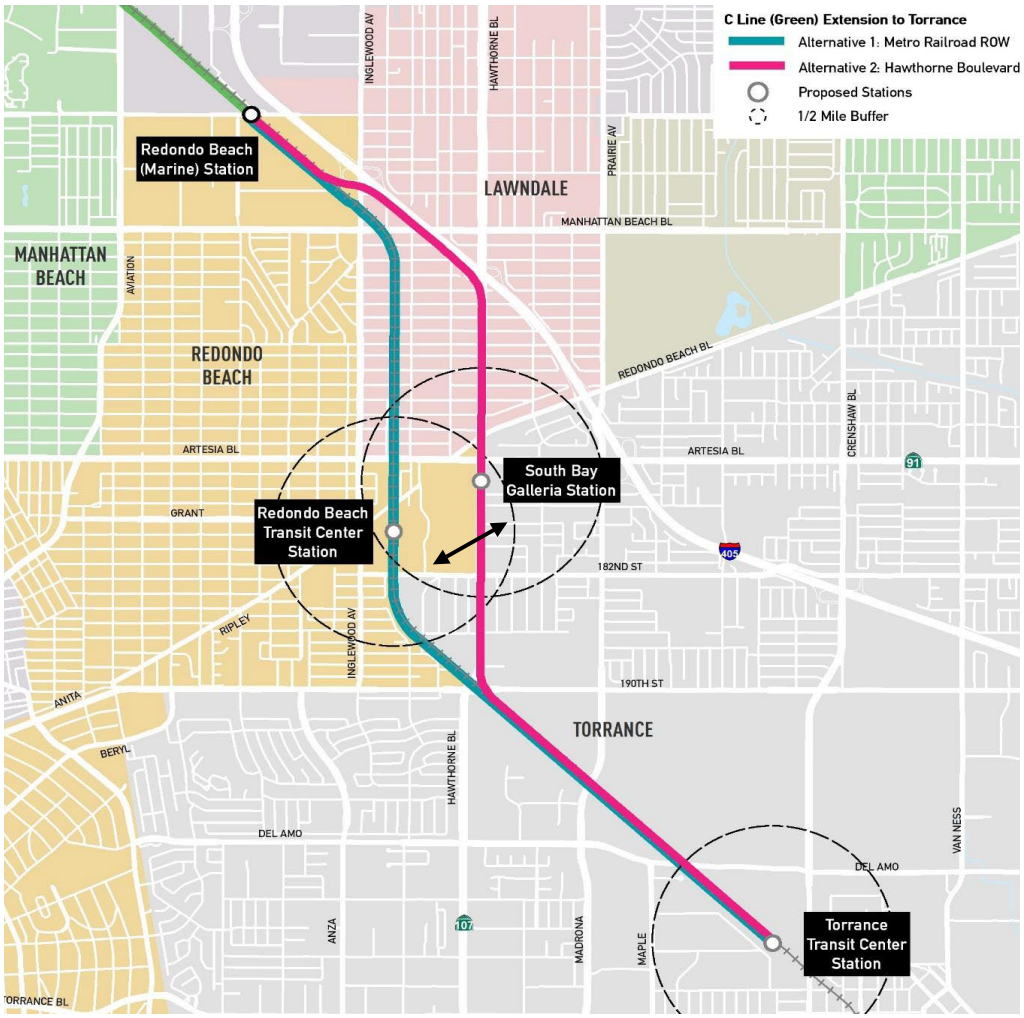
As part of the second contract, a light rail contractor would have a clear path to construct stations, tracks, and related infrastructure and equipment. Should the Board approve the Project as recommended, Metro staff would advance design to 30% preliminary engineering, at which point staff would provide updated cost estimates and recommend a construction delivery approach and schedule. This strategy mitigates contracting risk and acts as a cost management strategy by allowing the Project to remain on schedule. Metro's cost estimating team calculated that each month of delay increases the cost of the LPA by $12.7 million (over $150 million/year) due to projected escalation.

C LINE EXTENSION TO TORRANCE PROJECT

Metro Cost Benefit Analysis (CBA)

In July 2025, the Board adopted a CBA framework for evaluating project alternatives, including assessing the regional economic impacts of investment and identifying benefits relative to the costs of investment. The CBA includes two components – Weighted Benefits Analysis and Benefit-Cost Ratio – as described below and used to evaluate the Locally Preferred Alternative (LPA), which travels along the Metro-owned Right of Way (ROW) and the Hawthorne Option, which travels along the I-405, Hawthorne Blvd, and Metro ROW, for the C Line Extension to Torrance Project (Project). The evaluation is based on data collected during the environmental review process, including recent cost estimate refinements made in 2025.

Figure 1. LPA and Hawthorne Option Alignments



Weighted Benefits Analysis: A points-based evaluation comparing the alignments across five goals that are weighted per Metro-adopted CBA methodology. This considers relevant quantitative and qualitative performance indicators (KPIs) within each of the five goals that are scored relative to each other on a 7-point scale with seven being the highest/best performing.

Table 1. Weighted Benefits Analysis Scores

Goals	LPA	Hawthorne Option	Key Performance Indicators Evaluated
	Average Score by Goal (Unweighted)		
Mobility & Accessibility (Weight: 40%)	5.7 / 7	5.6 / 7	Travel time, project trips, new riders, travel time savings, connections to transit, proximity to Metro Equity Focused Communities (EFC), proximity to educational facilities
Safety & Health (Weight: 15%)	6.2 / 7	5.3 / 7	Light rail grade separation, freight crossing safety improvements, improved access to healthcare, exposure to noise (light rail proposed, existing freight), quiet zone corridor, new walk/bike paths, proximity to parks and recreational facilities, proximity to Healthy Places Index (HPI)
Environmental Sustainability (Weight: 15%)	5.4 / 7	5.3 / 7	GHG emissions reductions, vehicle trip displacement, net total operational energy, proximity to CalEnviroScreen 4.0 communities, shade preservation, opportunities for pervious surfaces, habitat land avoided
Operational Sustainability & Delivery (Weight: 15%)	6.4 / 7	4.2 / 7	Estimated construction costs, date to anticipated opening, need for additional environmental review and approvals per NEPA, permanent changes to streets and parking, construction disruption to traffic/parking, permanently affected parcels, complexity of coordination for utility relocation and construction, degree of Metro operational and maintenance control
Economic Impact (Weight: 15%)	6.3 / 7	6.8 / 7	Proximity to activity centers, connectivity to housing and neighborhoods, amount of nearby vacant and underutilized buildable area, planned development potential, housing development potential, estimated regional jobs created, estimated regional economic output
Total Weighted Score*	**5.9 / 7**	**5.5 / 7**	**Project provides significant benefits for both alignment options. LPA performs better than Hawthorne Option.**

**7-point scale with 7 as the highest/best performing*

The Weighted Benefits Analysis component of the CBA finds that the Project provides significant benefits locally and regionally for both alignment options. The LPA performs better than the Hawthorne Option, with a weighted total score of 5.9 versus 5.5, respectively. Although 85% of the score (4 out of 5 goals) favors the LPA, the difference between the LPA and Hawthorne Option weighted total score is less than a point. This can be attributed to the overall similarities between the two alignments and the proximity of the proposed alignment stations.

Benefit-Cost Ratio (BCR): Compares monetized costs of the Project, including capital and operating costs, to the monetized benefits of the Project, including travel time savings, traffic safety, active transportation health benefits, and regional economic benefits over a 20-year operating period. A higher ratio of benefits to costs means that there are more monetized benefits for every dollar spent. However, it is important to note that many costs and benefits cannot be monetized. The results of this analysis are presented in Table 2.

Table 2. Benefit-Cost Ratio Findings

Alignment	Benefit Cost Ratio (BCR)*
LPA	11.7
Hawthorne Option	10.0

** BCRs are unique to each project and not to be compared across projects, due to specific construction and operation years being considered, travel demand modeling years, and other factors.*

The BCR component of the CBA finds that the regional economic benefits of both alignments are relatively similar -- $16.4 for the LPA and $16.2B for the Hawthorne Option in regional gross domestic product (GDP) growth over 20 years, following completion of construction. This similarity is expected, as the mid-line station locations (Redondo Beach Transit Center on Metro ROW and South Bay Galleria Station on Hawthorne Blvd) are close together and the terminus station in Torrance is the same. When all monetized benefits, including GDP benefits, are evaluated relative to costs, the LPA is expected to produce $11.70 in monetized benefits per dollar invested in the Project over a 20-year operating period, compared to the Hawthorne Option, which produces $10.00 per dollar invested in the Project.

Overall Project Benefits: The CBA shows that the Project, for either alignment, offers significant benefits across the following five indicators:

- **Economy:** Every $1 of project investment generates ~$10-12 of monetized benefits over a 20-year period.
- **Mobility:** A 4.5-mile extension will expand access to jobs, communities and schools from some of the furthest reaches of LA County such as Gateway Cities and San Fernando Valley.
- **Safety/Health:** 43,000+ average weekday VMT reduction leads to ~$12 million in safety benefits (avoided medical costs, vehicle repair costs, etc.).
- **Environment:** Project improves air quality and reduces energy and GHG emissions and energy to meet local and regional climate commitments.
- **Operational Sustainability & Delivery:** Builds upon multiple investments already secured (transit centers, freight ROW, grant funding).



ECONOMIC BENEFITS

Every $1 of project investment generates ~**$12** of monetized benefits



SAFETY BENEFITS

43,000+ avg. weekday VMT reduction generates ~**$12** million in safety benefits

The “No Project” alternative would forego these benefits and fail to meet regional and local plans and commitments to mobility, air quality and climate, as well as result in the loss of a $231M state TIRCP grant.



Metro Board of Directors

C Line Extension To Torrance Project Final Environmental Impact Report Certification

January 22, 2026 | File ID: 2025-0818

Recommendations for the Metro Board

CONSIDER:

A. APPROVING the Board selected Locally Preferred Alternative (LPA), a 4.5-mile fully grade-separated light rail extension of the C Line Extension to Torrance (now K Line) with two stations in Redondo Beach and Torrance as the Project (Project);

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);

C. ADOPTING, in accordance with CEQA, the:
   1. Findings of Fact and Statement of Overriding Considerations, and
   2. Mitigation, Monitoring and Reporting Program (MMRP);

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



Project Need & Purpose

South Bay Mobility Need

- Major jobs center
- Severe congestion
- Long travel times
- Infrequent bus service
- High cost of housing

Project Benefits

- Offers alternative to congested I-405 and arterials
- Connects to LAX, Metro E & C Lines and regional bus centers
- Provides fast, reliable access to jobs
- Serves equity focus communities
- Reduces travel times
- Reduces vehicle miles traveled (VMT), air pollution and greenhouse gas emissions





1.5 million new riders / year



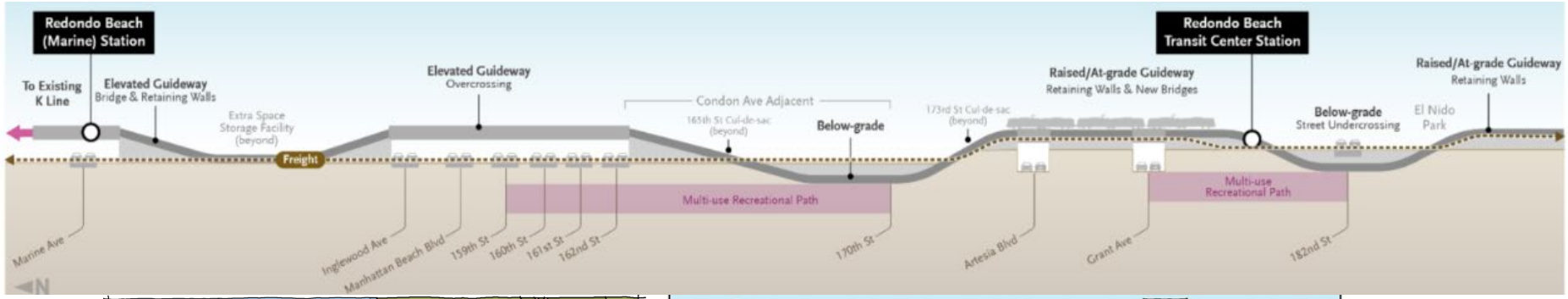
~ 14.9 million fewer VMT / year

	Travel Time From Torrance Transit Center via Project (Light Rail in 2042)	Travel Time From Torrance Transit Center by Vehicle (Afternoon Peak in 2023)
LAX (AMC/96th St)	19 minutes	30-66 minutes
Downtown Inglewood	23.5 minutes	25-55 minutes
Metro E Line (Expo/Crenshaw)	34.5 minutes	30-66 minutes
Downtown LA (7th/Metro Center)	58.5 minutes	40-85 minutes
Downtown Santa Monica	63.5 minutes	45-110 minutes

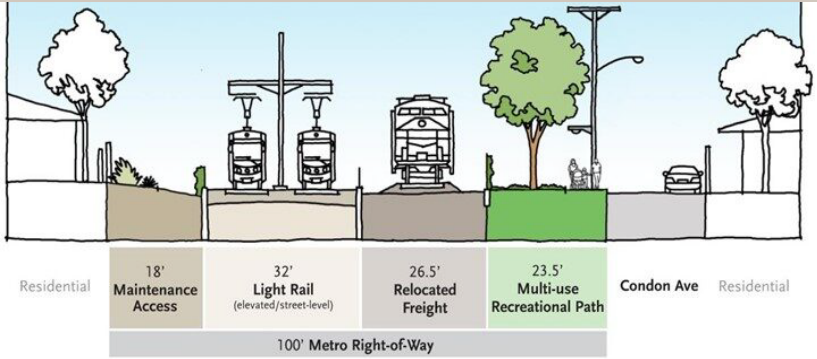
Source: AECOM, STV, 2020, Travel time by vehicle-based on Google maps driving times in 2023.

Locally Preferred Alternative (LPA)

- LPA travels along the Metro-owned Right-of-Way (ROW)
- Includes two rail stations that connect to new bus centers
- Features walking paths, landscaping, sound walls and freight improvements to reduce existing noise and enhance safety
- Fully grade separates light rail with elevated segments and two under-crossings for optimal service and safety







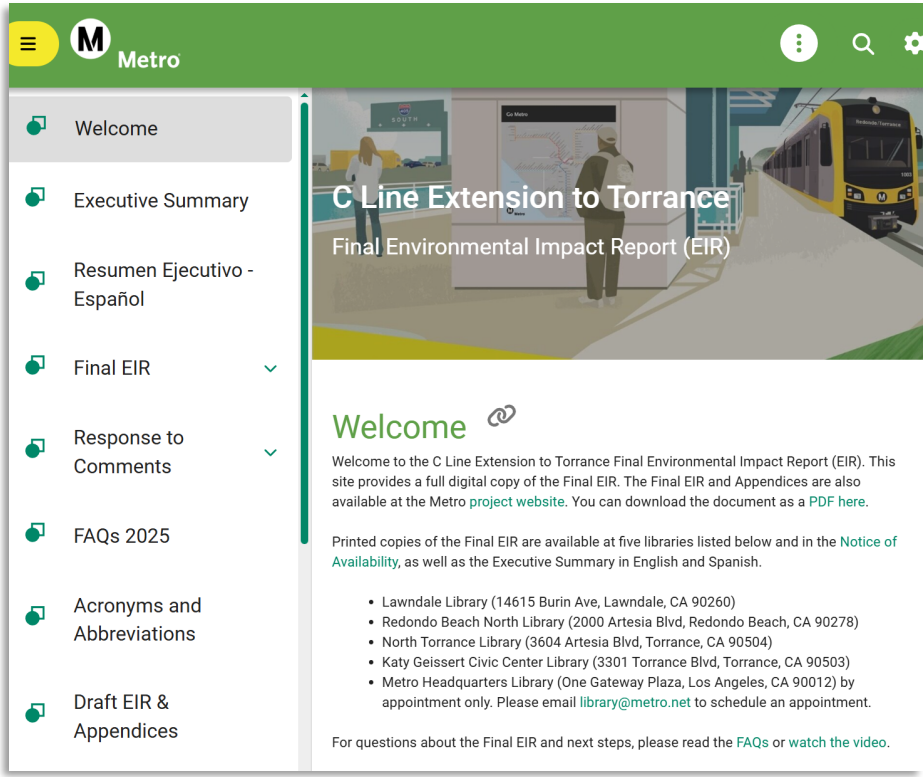
Final EIR & Studies Per Metro Board Direction

Per Metro Board Motion by Director Butts on May 23, 2024, Metro has:

- Continued CEQA process and prepared Final EIR, released on September 11th to public.
- Responded fully to all public comments on all alignments in the Draft EIR including the ROW and Hawthorne Alternatives.
- Refined cost estimates and funding plan.

In addition to Final EIR, Metro published:

- Refined conceptual engineering plans for LPA
- Summary reports on real estate, construction cost, outreach, key issues and responses to Hawthorne Option
- FAQs, videos, and cost-benefit analysis (CBA)



https://us.planengage.com/clineextension

Extensive Community Engagement During EIR

Between 2021 and 2025

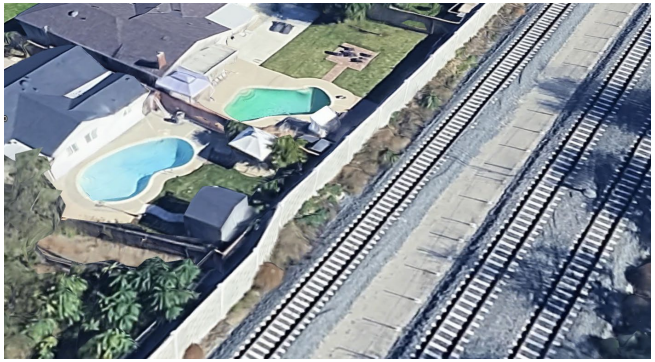
- 4,700+ comments received and 20,000 views of the Project StoryMap sites (2021-2025)
- 2,100+ attendees at meetings and events
- 3 Scoping Meetings in 2021: 387 attendees
- 12 Neighborhood Walks in Spring 2022: 400 attendees
- 4 Open Houses in Summer 2022: 600 attendees
- 5 Draft EIR Public Hearings in 2023: 421 attendees
- 8 Transit Rider Intercepts: 150 transit riders
- 2 Community Events with Director Mitchell in Winter 2023/2024: 300 attendees
- 8 Pop-up events
- 560 businesses engaged through door-to-door outreach
- Dozens of coordination meetings with stakeholders
- Partnership with seven community based organizations (CBOs) to raise project awareness and extend reach of engagement





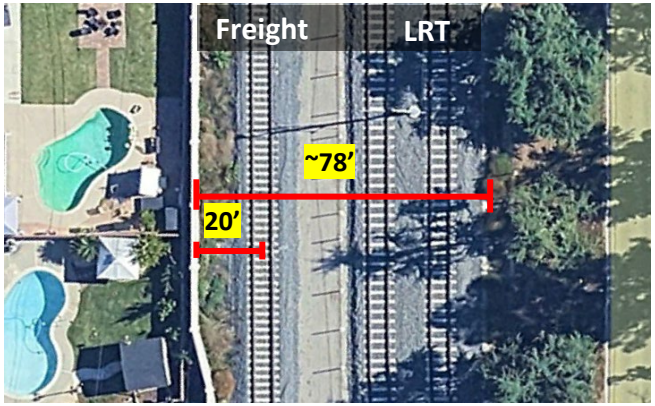
*Not all attendees signed into meetings and overall attendance exceeds listed amount.

Metro has Successfully Built Near Homes













A Line, San Dimas (LRT + Freight)
~20’ property line to LRT centerline
~78’ LRT + Freight corridor

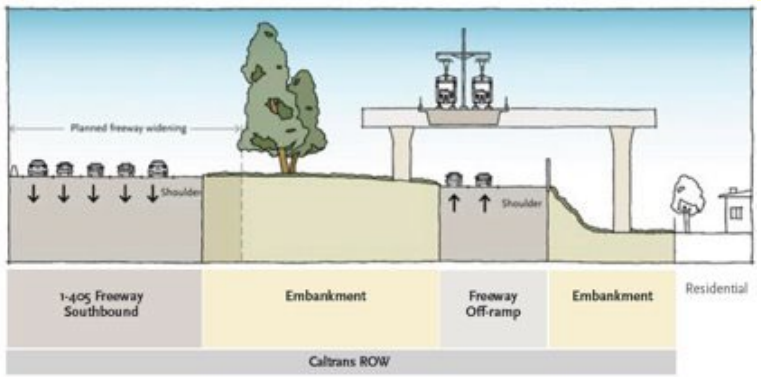
A Line, South Pasadena (LRT)
~7’ to 9’ property line to LRT centerline
~30’ LRT corridor

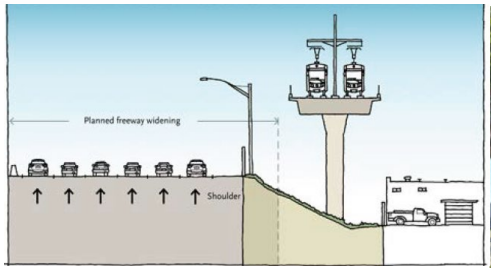
C Line Extension to Torrance (LRT + Freight)
~13-27’ property line to LRT centerline
~75-100’ LRT + freight corridor

Challenges for Hawthorne Option

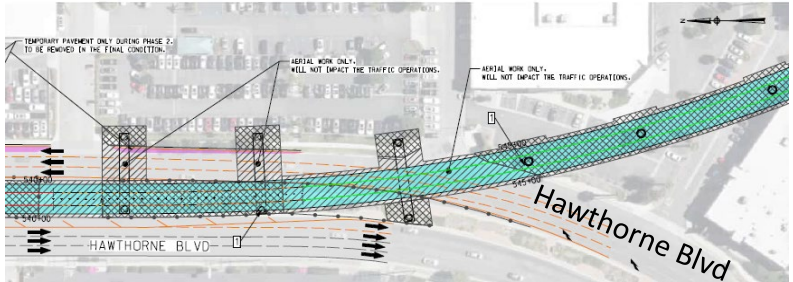
Highest cost at $3.44B with ~$2B funding gap

- Federal agency review and NEPA required due to encroachment into I-405 and Hawthorne Blvd (SR 107)
- Anticipated to take 2 to 4-years, increasing risk/cost
- Requires longitudinal **encroachment permit** and long-term **joint use agreement** for maintenance and ops from Federal Highway Administration (FHWA) & Caltrans
- Requires relocation of major storm drain and high tension SCE power lines
- Requires **lane closures** over 5 to 7-years along I-405 and Hawthorne Blvd (major regional highways) with disruptions to ~350 businesses
- Requires **permanent acquisitions** of ~13 commercial properties = loss of local sales tax revenues
- Does **not** connect to new bus transit center
- Does **not** deliver walking paths and freight safety improvements to neighborhoods
- Results in loss of street parking and street trees



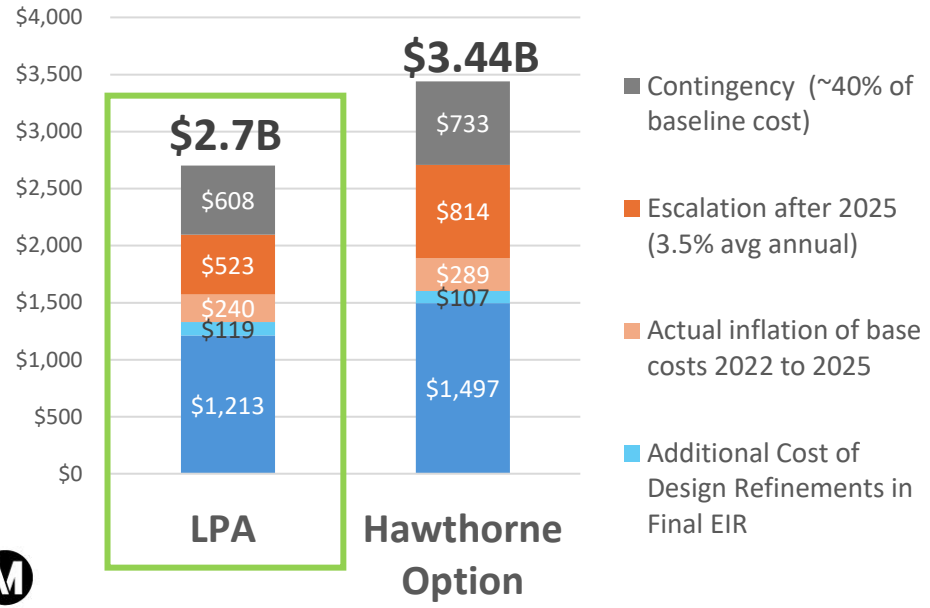






Refined Construction Cost & Funding Plan

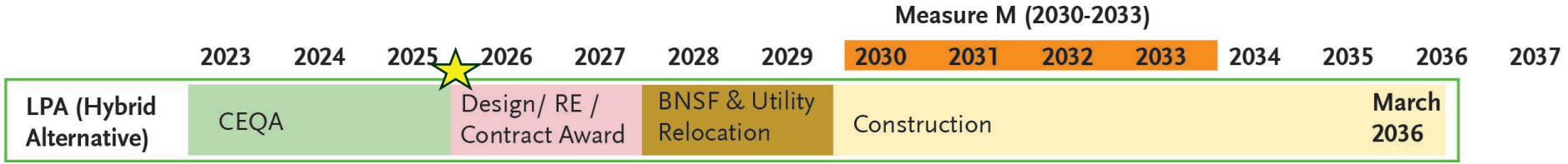
Project has over 50% funding secured from local and state sources for LPA and would pursue additional funds, if approved. Project is not eligible for federal funding and not prioritized for federal funds by Metro Board.



Funding Plan & Sources	LPA
Secured Funding	**$1,414.8**
Measure R	$272.0
Measure M*	$821.4
3% Local Match Requirement**	$81.1
TIRCP Grant	$231.3
SB1 – Local Partnership Program	$9.0
Not Secured	**$1,288.2**
Other Local Funding	$1,038.2
Other State Funding	$250.0
Other Federal Funding	$0.0
TOTAL	**$2,703.0**

*includes inflation adjustment as allowed under the Measure M Ordinance.
**The current cost estimate is based on 15% design completed for the EIR

Next Steps if Board Certifies Final EIR & Approves Project



If approved, Metro would:

- File a Notice of Determination (NOD) with County Clerk and CA State Clearinghouse.
- Implement communications plan to guide next phase of work.
- Return to the Metro Board to authorize contract modification for preliminary engineering and PMSS contract.

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

Metro

Board Report

File #: 2025-0985, **File Type:** Program **Agenda Number:** 21.

FINANCE, BUDGET AND AUDIT COMMITTEE
JANUARY 15, 2026

SUBJECT: MEASURE M PROGRAM

ACTION: AUTHORIZE MEASURE M SHORT-TERM BORROWING PROGRAM

RECOMMENDATION

ADOPT a resolution that authorizes the Chief Executive Officer to:

A. ESTABLISH the Measure M Short-Term Borrowing Program (Attachment A); and

B. EXECUTE and deliver all necessary documents related to the Measure M Short-Term Borrowing Program to enter into revolving credit agreements (Attachment B).

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE BOARD)

ISSUE

Metro is focused on ensuring delivery of the transit capital and highway projects set forth in the Measure M Expenditure Plan. Large capital project costs and timing are subject to change and difficult to predict. The establishment of the Measure M short-term borrowing program will provide interim taxable or tax-exempt financing until grant reimbursement or other funding sources, including proceeds from Measure M bonds or TIFIA loans, are received.

BACKGROUND

Metro's Long Range Transportation Plan assumes the use of short-term borrowing and long-term bonds to deliver Measure M capital projects. The proposed $500 million short-term borrowing program, which will include a combination of Commercial Paper ("CP") and revolving credit facilities, will provide flexible, low-cost financing to bridge gaps between future revenues and near-term expenses. Similar short-term borrowing programs have been utilized successfully for Prop A, Prop C and Measure R, and offer flexible, low-cost financing alternatives that support prudent and effective debt management. Without this program, Measure M projects could face potential delays until sufficient funds or bond proceeds are available. Historically, delays lead to higher labor costs and material price increases, resulting in unfavorable budget impacts.

CP is a short-term debt instrument that can be issued with maturities from 1 to 270 days. As notes

mature, new notes are simultaneously issued (i.e. “rolled over”). CP requires a Letter of Credit (“LOC”), which provides guaranteed liquidity to investors when their notes mature. Additionally, the LOC provides a safety net to Metro in the form of a term loan in the unlikely event the notes cannot be remarketed, protecting Metro from incurring an obligation to immediately repay the entire amount of maturing CP Notes using funds on hand. The CP will be backed by a subordinate pledge of Measure M sales tax revenues less 16% for net local return programs and 1% of gross administrative fees. Metro can issue either tax-exempt or taxable CP under the Measure M CP program.

A revolving credit facility is an alternative to CP that has similar benefits. A revolving credit facility is a direct loan from a bank, at a rate that will float based on an index plus a spread, which is generally reset every month. In addition, a fee is charged for the unutilized amount of the facility. As a floating-rate borrowing that may be drawn over time, it is similar to a CP program for practical purposes, but because the borrowing occurs directly from a bank no ratings or broker-dealer fees are required.

DISCUSSION

The Resolution (Attachment A) authorizes access to a combination of vehicles, providing flexibility to structure the program according to the availability of credit and cost, while meeting the covenants in the trust agreement.

In addition, Metro’s Municipal Advisor, Montague DeRose & Associates (“MDA”), submitted a request for proposals (“RFP”) to 13 financial institutions to provide revolving line of credits, direct pay letter of credits to support commercial paper, and alternative products for a term out period between 3 to 5 years. The RFP required banks to have short-term ratings of at least P-1, A-1 or F-1 from at least two of the three following rating agencies: Moody’s Investors Service, Standard & Poor’s and Fitch Ratings, as is standard practice and required by Metro’s Debt Policy.

Evaluation criteria included pricing, any rate penalties that investors may impose on a particular bank, the status of a bank’s credit approval, and the bank's willingness to execute the form of agreement. Overall program objectives include low cost and maximizing access to borrowing capacity achieved through diversification of products and providers. The selection group was comprised of Metro’s Treasury staff and MDA. The selection group ranked each proposer and recommended revolving credit facilities from Wells Fargo Bank, N.A. (3-year term) and PNC Bank, N.A. (3-year term) (See Attachment C). Costs will vary depending on the amount of tax-exempt and taxable debt Metro issues under the Measure M program. Additional fees and interest may be incurred under certain extreme circumstances.

Furthermore, in accordance with Section 8(i)(C) of the Measure M Ordinance, the Measure M Independent Taxpayers Oversight Committee of MTA (“Measure M Oversight Committee”) is required to find that the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs. The Measure M Oversight Committee made the finding of benefit at its December 3, 2025, meeting, Attachment D.

DETERMINATION OF SAFETY IMPACT

Approval of this report will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for the Measure M programs are included in the FY2026 budget in Cost Center #0521, Treasury Non-Departmental, under project #670301, task 01. The cost center manager and the Chief Financial Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The funding sources of Measure M are eligible for bus & rail operations and capital projects.

EQUITY PLATFORM

Approval of this item is intended to reduce financial risk and provide funding for Metro capital projects financed by Measure M. The capital projects include highway improvements and expansion, bus operations and maintenance, transit and rail improvements and upgrades, airport connections, and bike and pedestrian connections. The financing will also help keep senior, student and disabled transit fares more affordable and reduce congestion. The resolution finds that the benefits from acceleration of projects exceed the issuance and interest costs of the proposed debt financing.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it will provide funds needed to finance the acquisition and construction of the rail, bus and highway transit system and facilities within the County of Los Angeles. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Vision 2028 Strategic Plan Goal 5 as follows:
Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could elect not to authorize a short-term borrowing program. This action is not recommended because a flexible tool to manage cash flow will facilitate delivery of the Measure M program.

NEXT STEPS

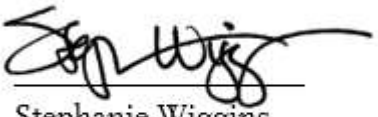
Staff will negotiate final terms and conditions with the bank letter of credit and revolving credit facilities providers, as well as,
prepare and execute the Short-Term Program Documents (see Resolutions, Attachment A and B).

ATTACHMENTS

Attachment A - Measure M Short-Term Borrowing Program Resolution
Attachment B - Authorizing Resolution
Attachment C - Bank Recommendation Summary
Attachment D - Measure M Oversight Committee Finding of Benefit Resolution

Prepared by: Rodney Johnson, Treasurer, (213) 922-3417
Matthew Wingert, Senior Budget Manager, (213) 922-2553
Robert Suh, Budget Manager, (213) 922-4102

Reviewed by: Anelli-Michelle Navarro, Interim Chief Financial Officer, (213) 922-3056



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE MEASURE M SHORT-TERM BORROWING PROGRAM; THE EXECUTION AND DELIVERY OF DOCUMENTS RELATED THERETO; THE PLEDGE OF MEASURE M SALES TAX REVENUES OF THE AUTHORITY AND OTHER SECURITY FOR MEASURE M SECOND LIEN OBLIGATIONS AND THIRD LIEN OBLIGATIONS; AND RELATED MATTERS

(MEASURE M SALES TAX)

W I T N E S S E T H :

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA") is authorized under Section 130500 et seq. of the California Public Utilities Code (the "Act") to issue "bonds," which term includes indebtedness and securities of any kind or class, including bonds, notes, bond anticipation notes, commercial paper and other obligations for purposes authorized by the Act, and to finance the cost of acquiring, constructing and developing facilities for transit systems within the meaning of the Act; and

WHEREAS, the LACMTA is authorized by Section 130350.7 of the California Public Utilities Code to impose a retail transactions and use tax that is applicable in the incorporated and unincorporated areas of the County of Los Angeles, California (the "County") if authorized by at least two-thirds of the electors voting on the issue; and

WHEREAS, in accordance with such provision, the LACMTA, on June 23, 2016, adopted Ordinance No. 16-01, known as the "Los Angeles County Traffic Improvement Plan" (the "Ordinance"), imposing a County-wide transactions and use tax, and the Ordinance was submitted to the electors of the County in the form of Measure M and approved by greater than a two-thirds vote at an election held on November 8, 2016; and

WHEREAS, the Ordinance, as so approved, beginning July 1, 2017, imposed a tax upon the sale of tangible personal property at retail at a rate of one-half of one percent of the gross receipts of the sale and a complementary tax upon the storage, use or other consumption in the County, initially at a rate of one-half of one percent of the sale price of the property whose storage, use or other consumption is subject to the tax, with such rate increasing to one percent on July 1, 2039, immediately upon the expiration of the one-half of one percent tax known as the Measure R sales tax imposed by Ordinance 08-01 of the LACMTA (the "Measure M Sales Tax"; amounts received in respect to the Measure M Sales Tax, less any refunds and the administrative fee deducted by the State of California Board of Equalization and less the Local Return (as defined in the Senior Trust Agreement (as defined below)) being referred to herein as the "Measure M Sales Tax Revenues"); and

WHEREAS, the LACMTA has commenced and is proceeding with the financing of projects and programs described in the Expenditure Plan adopted as part of the Ordinance (the "Expenditure Plan"); and

WHEREAS, the LACMTA desires to establish a short-term borrowing program (the "Measure M Short-Term Borrowing Program") to finance projects and programs set forth in the

Expenditure Plan that would be secured by the Measure M Sales Tax Revenues and be in an aggregate principal amount not to exceed $500,000,000; and

WHEREAS, the LACMTA desires that the Measure M Short-Term Borrowing Program consists of one or more of the following, including modifications, extensions and replacements thereof (each, a "Short-Term Obligation"):

(a) A commercial paper program (a "Commercial Paper Program"), pursuant to which the LACMTA would issue commercial paper notes ("CP Notes"), together with CP Enhancement Agreements (defined below) and advances thereunder; and

(b) One or more series of variable rate drawdown bonds ("Drawdown Bonds"), pursuant to which the LACMTA would issue bonds and draw down principal on those bonds and repay that principal from time to time; and

(c) One or more revolving credit facilities ("Revolving Credit Facilities") pursuant to which the LACMTA may borrow amounts from time to time from one or more financial institutions; and

WHEREAS, the Short-Term Obligations may constitute either one of or a combination of Second Lien Obligations (as such term is defined in the Senior Trust Agreement (as defined below)) or Third Lien Obligations (as such term is defined in the Senior Trust Agreement); and

WHEREAS, in connection with one or more of the Short-Term Obligations, the LACMTA expects to execute and deliver one or more of the following (collectively, the "Measure M Short-Term Program Documents"):

(a) A trust agreement (the "Senior Trust Agreement"), by and between the LACMTA and U.S. Bank Trust Company, National Association, as trustee; and

(b) One or more supplements and/or amendments to the Senior Trust Agreement; and

(c) A trust agreement (the "Subordinate Trust Agreement"), by and between the LACMTA and U.S. Bank Trust Company, National Association, as trustee; and

(d) One or more supplements and/or amendments to the Subordinate Trust Agreement to provide for the issuance or incurrence of Second Lien Obligations to the extent that the Short-Term Obligations constitute Second Lien Obligations; and

(e) One or more trust agreements, together with one or more supplements thereto, to provide for the issuance of Third Lien Obligations to the extent that the Short-Term Obligations constitute Third Lien Obligations; and

(f) In connection with any Revolving Credit Facility and/or Drawdown Bonds, one or more revolving credit agreements, bondholder agreements, continuing covenant agreements and/or similar agreements or evidences of indebtedness, bond purchase agreements, and fee agreements between the LACMTA and one or more commercial banks, financial institutions and/or investment banks (each, a

"Financial Institution"); and

(g) In connection with any Commercial Paper Program, one or more reimbursement agreements, credit agreements and/or other similar agreements, together with any related fee agreements (each, a "CP Enhancement Agreement") pursuant to which one or more Financial Institutions (each, a "CP Enhancement Provider") would agree to issue a letter of credit or other credit enhancement instrument and/or make loans for the purpose of supporting the payment of principal of and/or interest on the CP Notes (each such support, "CP Enhancement"); and

(h) Any other documents deemed by a Designated Officer to be necessary or desirable to establish, modify, extend or replace any Short-Term Obligations that constitute part of the Measure M Short-Term Borrowing Program;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

1. Findings. The LACMTA hereby finds and determines that:

(a) The Measure M Short-Term Borrowing Program, including the issuance of any and all Short-Term Obligations, if determined by any of the Chair of the LACMTA, any Vice Chair of the LACMTA, the Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Executive Officer, Finance of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA (or such other titles as the LACMTA may from time to time assign for such respective positions), or any such officer serving in an acting or interim capacity, and any written designee of any of them (each, a "Designated Officer"), to be in the best interest of the LACMTA, is in the public interest.

(b) Under the provisions of the Ordinance, all of the Measure M Sales Tax Revenues are revenues of the LACMTA available for public transit purposes as set forth in the Ordinance and to that extent are available to be and are, by the terms of the Senior Trust Agreement and the Subordinate Trust Agreement and will be, by the terms of the applicable Measure M Short-Term Program Documents, pledged to secure the Second Lien Obligations and the Third Lien Obligations, respectively, and, by this Resolution, such pledge is reaffirmed and affirmed (as applicable).

(c) The forgoing recitals are true and correct and the LACMTA so finds and determines.

2. Approval of the Measure M Short-Term Borrowing Program. For purposes of providing for the financing of the transit projects and programs authorized by the Act and the Expenditure Plan, the LACMTA hereby authorizes the establishment and continuation of the Measure M Short-Term Borrowing Program and the issuance or incurrence of each and every Short-Term Obligation thereunder. Each Designated Officer is hereby authorized to determine, on behalf of and in the name of the LACMTA, each of the following:

(a) Whether the Short-Term Obligations will consist of a Commercial Paper Program, one or more series of Drawdown Bonds, one or more Revolving Credit Facilities, or a combination of some or all of these; and

(b) The interest rates, maturity dates and any and all terms and conditions of each and every Short-Term Obligation; and

(c) When each Short-Term Obligation shall be established; and

(d) The term of each component of the Measure M Short-Term Borrowing Program; and

(e) The selection of any CP Enhancement Provider, Financial Institution, and any dealer, underwriter, trustee, issuing and paying agent or other party a Designated Officer deems necessary or desirable to effect the Measure M Short-Term Borrowing Program; and

(f) Whether and the extent to which the Short-Term Obligations constitute Second Lien Obligations or Third Lien Obligations or a combination of both; and

(g) Whether the Short-Term Obligations shall be issued on a taxable or tax-exempt basis or a combination of both; and

(h) What modifications, extensions or replacements (if any) shall be made with respect to each of the Short-Term Obligations from time to time;

provided, however, that (a) a Designated Officer determines that (i) the interest rate terms for each Short-Term Obligation are fair and reasonable in market conditions at the time of the initial establishment of such obligation and that the interest rate terms for any modified, extended or replacement Short-Term Obligation are fair and reasonable in market conditions at the time of such modification, extension or replacement and (ii) the aggregate principal amount of the Measure M Short-Term Borrowing Program shall not exceed $500,000,000 at any time.

3. Measure M Short-Term Program Documents. The Designated Officers are, and each of them hereby is, authorized and directed to have prepared and to execute, acknowledge and deliver in the name of and on behalf of the LACMTA each of the Measure M Short-Term Program Documents, in each case, to the extent, in the form, and with the terms and provisions as the Designated Officer executing the same shall determine is appropriate and necessary for the Measure M Short-Term Borrowing Program, including, but not limited to, affirmative and negative covenants relating to the Measure M Short-Term Borrowing Program, the Measure M Sales Tax, and the finances and operations of the LACMTA.

4. Offering Documents. Should a Designated Officer determine to establish a Short-Term Obligation for which the preparation and circulation of an offering memorandum or other offering document is deemed appropriate by such Designated Officer, the LACMTA hereby authorizes the preparation and circulation of one or more offering memoranda and/or other offering documents relating to such Short-Term Obligation, as determined by a Designated Officer. The LACMTA also authorizes the circulation of any supplements or amendments to offering documents that are approved by a Designated Officer. Each offering document,

supplement and/or amendment shall be circulated at such time or times as a Designated Officer (after consultation with the relevant Dealer(s), the LACMTA's municipal advisor and bond counsel and/or such other advisors as such Designated Officer believes to be useful) determines. Each Designated Officer is authorized to execute and deliver any offering document, supplement and/or amendment.

5. Other Documents. The Designated Officers are, and each of them is, hereby authorized, empowered and directed to execute, acknowledge and deliver in the name and on behalf of the LACMTA such documents as are necessary or desirable to effectuate the Measure M Short-Term Borrowing Program or to extend, modify or replace any Short-Term Obligation (the "Related Documents"), including, but not limited to, any promissory notes, any tax certificate(s), note purchase agreements, issuance and paying agent agreements, dealer agreements and/or continuing disclosure certificates. The Related Documents, as executed and delivered, shall be in the form approved by the Designated Officer executing the same (which may include, but not be limited to, affirmative and negative covenants); the execution thereof shall constitute conclusive evidence of the Board's approval of such Related Documents; and from and after the execution and delivery of each Related Document, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of each Related Document.

6. Pledge of Measure M Sales Tax Revenues. The Measure M Sales Tax Revenues are hereby irrevocably pledged in accordance with the terms of the Senior Trust Agreement, the Subordinate Trust Agreement and the other Measure M Short-Term Program Documents, as applicable, to secure the Short-Term Obligations.

7. Additional Authorization. The Designated Officers and all other officers, employees and agents of the LACMTA, for and on behalf of the LACMTA, be and they each hereby are authorized and directed to do any and all things necessary to effect (i) the establishment of the Measure M Short-Term Borrowing Program and the issuance and/or incurrence each of the Short-Term Obligations, (ii) the execution and delivery of the Measure M Short-Term Program Documents and the Related Documents and the carrying out of the terms thereof, (iii) any extensions, modifications or replacements of Short-Term Obligations as determined by a Designated Officer to be in the interest of the LACMTA, and (iv) the transactions contemplated by this Resolution. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments that may be required in order to carry out the authority conferred by this Resolution, the Measure M Short-Term Program Documents and/or the Related Documents or to evidence the same authority and its exercise. The foregoing authorization includes, but is in no way limited to, authorizing LACMTA staff to pay costs of issuance in connection with the Short-Term Obligations and the Measure M Short-Term Program Documents, as applicable, and authorizing the investment of the proceeds of the Short-Term Obligations in one or more of the permitted investments provided for under the Measure M Short-Term Program Documents. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

8. Continuing Authority of Designated Officers. The authority of any individual serving as a Designated Officer under this Resolution by a written designation signed by any Designated Officer shall remain valid notwithstanding the fact that the individual officer of the LACMTA signing such designation ceases to be an officer of the LACMTA, unless such designation specifically provides otherwise.

9. Further Actions. The Designated Officers and each of them are hereby authorized and directed to amend, supplement or otherwise modify any documents related to the Measure M Short-Term Borrowing Program at any time and from time to time and in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement or modification, upon consultation with the LACMTA's municipal advisor and bond counsel, the execution of such amendment, supplement or other modification being conclusive evidence of the LACMTA's approval thereof.

10. Severability. The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

11. Effective Date. The effective date of this Resolution shall be the date of its adoption.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2026.

[SEAL]

By _____
Board Clerk, Los Angeles County
Metropolitan Transportation Authority

Dated: _____, 2026

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING (A) THE EXECUTION AND DELIVERY OF A SENIOR TRUST AGREEMENT AND A SUBORDINATE TRUST AGREEMENT, AND SUPPLEMENTS THERETO, PROVIDING FOR THE ISSUANCE OF MEASURE M SALES TAX OBLIGATIONS, (B) THE EXECUTION AND DELIVERY OF REVOLVING CREDIT AGREEMENTS PURSUANT TO ITS MEASURE M SHORT-TERM BORROWING PROGRAM, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $500,000,000, AND (C) THE EXECUTION AND DELIVERY OF DOCUMENTS RELATED THERETO AND THE TAKING OF ALL OTHER ACTIONS NECESSARY IN CONNECTION THEREWITH

(MEASURE M SALES TAX)

W I T N E S S E T H :

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA") is a county transportation commission duly organized and existing pursuant to Section 130050.2 of the California Public Utilities Code; and

WHEREAS, the LACMTA is authorized by Section 130350.7 of the California Public Utilities Code to impose a retail transactions and use tax that is applicable in the incorporated and unincorporated areas of the County of Los Angeles, California (the "County") if authorized by at least two-thirds of the electors voting on the issue; and

WHEREAS, in accordance with such provision, the LACMTA, on November 8, 2016, adopted Ordinance No. 16-01, known as the Los Angeles County Traffic Improvement Plan (the "Ordinance") imposing a County-wide transactions and use tax and the Ordinance was submitted to the electors of the County in the form of Measure M and approved by more than a two-thirds vote at an election held on November 8, 2016; and

WHEREAS, the Ordinance, as so approved, beginning July 1, 2017, imposed a tax upon the sale of tangible personal property at retail at a rate of one-half of one percent of the gross receipts of the sale and a complementary tax upon the storage, use or other consumption in the County, initially at a rate of one-half of one percent of the sales price of the property whose storage, use or other consumption is subject to the tax, with such rate increasing to one percent on July 1, 2039, immediately upon the expiration of the one-half of one percent tax known as the Measure R sales tax imposed by Ordinance No. 08-01 of the LACMTA (the "Measure M Sales Tax"; amounts received in respect to the Measure M Sales Tax, less any refunds and the administrative fee deducted by the State of California Department of Tax and Fee Administration and less the Local Return (as defined in the Senior Trust Agreement (as defined below)) being referred to herein as the "Measure M Sales Tax Revenues"); and

WHEREAS, Section 130500 et seq. of the California Public Utilities Code (the "Act") provides that the LACMTA may issue bonds, which terms includes indebtedness and securities of any kind or class, including bonds, notes, bond anticipation notes, commercial paper and other

obligations, and all of such obligations shall be special obligations of the LACMTA, payable from the Measure M Sales Tax Revenues, and to finance the cost of acquiring, constructing and developing facilities for transit systems within the meaning of the Act; and

WHEREAS, the LACMTA has commenced and is proceeding with the financing of projects and programs described in the Expenditure Plan adopted as part of the Ordinance (the "Expenditure Plan"); and

WHEREAS, under its Resolution entitled "RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE MEASURE M SHORT-TERM BORROWING PROGRAM; THE EXECUTION AND DELIVERY OF DOCUMENTS RELATED THERETO; THE PLEDGE OF MEASURE M SALES TAX REVENUES OF THE AUTHORITY AND OTHER SECURITY FOR SUCH SECOND LIEN OBLIGATIONS AND THIRD LIEN OBLIGATIONS; AND RELATED MATTERS" (the "Program Resolution"), the LACMTA intends to establish a short-term borrowing program (the "Measure M Short-Term Borrowing Program") to finance projects and programs set forth in the Expenditure Plan that would be secured by the Measure M Sales Tax Revenues and be in an aggregate principal amount not to exceed $500,000,000; and

WHEREAS, the Program Resolution contemplates a Commercial Paper Program, Drawdown Bonds and Revolving Credit Facilities (each as defined in the Program Resolution); and

WHEREAS, pursuant to the Program Resolution and the Act, the LACMTA desires to authorize the execution and delivery of (i) a trust agreement (the "Senior Trust Agreement"), by and between the LACMTA and U.S. Bank Trust Company, National Association, as trustee (the "Senior Trustee"), (ii) a trust agreement (the "Master Subordinate Trust Agreement"), by and between the LACMTA and U.S. Bank Trust Company, National Association, as trustee (the "Subordinate Trustee"), (iii) one or more supplemental subordinate trust agreements (collectively, the "First Supplemental Subordinate Trust Agreement" and together with the Master Subordinate Trust Agreement, the "Subordinate Trust Agreement"), by and between the LACMTA and the Subordinate Trustee, (v) a revolving credit agreement (the "Wells Revolving Credit Agreement"), by and between the LACMTA and Wells Fargo Bank, National Association ("Wells"), and (vi) a revolving credit agreement (the "PNC Revolving Credit Agreement" and together with the Wells Revolving Credit Agreement, the "Revolving Credit Agreements"), by and between the LACMTA and PNC Bank, N.A. ("PNC"); and

WHEREAS, Section 5922 of the Government Code of the State of California provides that in connection with, or incidental to, the issuance or carrying of bonds (which is defined to include notes), any public entity may enter into any contracts which the public entity determines to be appropriate to place the obligations represented by the bonds, in whole or in part, on the interest rate, cash flow or other basis desired by the public entity, including without limitation contracts providing for payments based on levels of, or changes in, interest rates or stock or other indices, or contracts to exchange cash flows or a series of payments, in each case to hedge payment, rate, spread or similar exposure; and

WHEREAS, pursuant to Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that the Revolving Credit Agreements to be entered into pursuant to the Program Resolution will reduce the amount and duration of interest rate risk with respect to its short-term borrowing under the Program Resolution and are designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a lower cost of borrowing or enhance the relationship between risk and return with respect to investments; and

WHEREAS, forms of the following documents are on file with the Board Clerk of the LACMTA (the "Board Clerk") and have been made available to the members of the Board of Directors of the LACMTA (the "Board"):

(a) the Senior Trust Agreement;

(b) the Master Subordinate Trust Agreement;

(c) the First Supplemental Subordinate Trust Agreement;

(d) the Wells Revolving Credit Agreement; and

(e) the PNC Revolving Credit Agreement; and

WHEREAS, the LACMTA has been advised by its Bond Counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents will be modified and amended to reflect the various details applicable to the Revolving Credit Agreements and said documents are subject to completion; and

WHEREAS, the Board of the LACMTA desires to authorize borrowings under the Revolving Credit Agreements from time to time and as obligations the interest on which is tax-exempt or taxable (or a combination of both) for federal income tax purposes; and

WHEREAS, the LACMTA is duly authorized and empowered, pursuant to each and every requirement of law, to authorize the execution and delivery of the Senior Trust Agreement, the Subordinate Trust Agreement and the Revolving Credit Agreements for the purposes, in the manner and upon the terms provided; and

WHEREAS, the LACMTA now desires to approve such documents and the financing program therein implemented and to authorize the officers and staff of the LACMTA to take such further actions, including the execution and delivery of such additional documents, agreements and certificates as shall be necessary and appropriate to give full effect to this Resolution; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Senior Trust Agreement, the Subordinate Trust Agreement, and the Revolving Credit Agreements (in the forms made available to the Board herewith);

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. Findings. The Board finds and determines that the foregoing recitals are true and correct.

Section 2. Approval of Senior Trust Agreement. The form, terms and provisions of the Senior Trust Agreement on file with the Board Clerk and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Chair of the LACMTA, any Vice Chair of the LACMTA, the Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Executive Officer, Finance of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA (or such other titles as the LACMTA may from time to time assign for such respective positions), and any such officer serving in an acting or interim capacity, and any written designee of any of them (each, a "Designated Officer"), is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the Senior Trust Agreement, including counterparts thereof, as determined by a Designated Officer. The Senior Trust Agreement, as executed and delivered, shall be in substantially the form now on file with the Board Clerk and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Senior Trust Agreement now on file with the Board Clerk and made available to the Board. From and after the execution and delivery of the Senior Trust Agreement, the officers, employees and agents of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Senior Trust Agreement.

Section 3. Approval of Master Subordinate Trust Agreement. The form, terms and provisions of the Master Subordinate Trust Agreement on file with the Board Clerk and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each Designated Officer is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the Master Subordinate Trust Agreement, including counterparts thereof, as determined by a Designated Officer. The Master Subordinate Trust Agreement, as executed and delivered, shall be in substantially the form now on file with the Board Clerk and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Master Subordinate Trust Agreement now on file with the Board Clerk and made available to the Board. From and after the execution and delivery of the Master Subordinate Trust Agreement, the officers, employees and agents of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Master Subordinate Trust Agreement.

Section 4. Approval of First Supplemental Subordinate Trust Agreement. The form, terms and provisions of the First Supplemental Subordinate Trust Agreement on file with the Board Clerk and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each Designated Officer is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the

LACMTA the First Supplemental Subordinate Trust Agreement, including counterparts thereof, as determined by a Designated Officer. The First Supplemental Subordinate Trust Agreement, as executed and delivered, shall be in substantially the form now on file with the Board Clerk and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the First Supplemental Subordinate Trust Agreement now on file with the Board Clerk and made available to the Board. From and after the execution and delivery of the First Supplemental Subordinate Trust Agreement, the officers, employees and agents of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the First Supplemental Subordinate Trust Agreement.

Section 5. Approval of Wells Revolving Credit Agreement. The form, terms and provisions of the Wells Revolving Credit Agreement on file with the Board Clerk and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the Wells Revolving Credit Agreement, including counterparts thereof, as determined by a Designated Officer. The Wells Revolving Credit Agreement, as executed and delivered, shall be in substantially the form now on file with the Board Clerk and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Wells Revolving Credit Agreement now on file with the Board Clerk and made available to the Board. From and after the execution and delivery of the Wells Revolving Credit Agreement, the officers, employees and agents of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Wells Revolving Credit Agreement.

Section 6. Approval of PNC Revolving Credit Agreement. The form, terms and provisions of the PNC Revolving Credit Agreement on file with the Board Clerk and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the PNC Revolving Credit Agreement, including counterparts thereof, as determined by a Designated Officer. The PNC Revolving Credit Agreement, as executed and delivered, shall be in substantially the form now on file with the Board Clerk and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the PNC Revolving Credit Agreement now on file with the Board Clerk and made available to the Board. From and after the execution and delivery of the PNC Revolving Credit Agreement, the officers, employees and agents of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the PNC Revolving Credit Agreement.

Section 7. Findings Related to Revolving Credit Agreements. The LACMTA hereby determines that entering into one or more Revolving Credit Agreements with Wells, PNC and/or any other lender (an "Alternate Lender") pursuant to Section 5922 of the Government Code of the State of California would be designed to reduce the LACMTA's cost of borrowing. In addition to the provisions set forth in Sections 5 and 6, no Designated Officer shall enter into a Revolving Credit Agreement with Wells, PNC and/or an Alternate Lender unless (a) such Revolving Credit Agreement is designed (i) to reduce or hedge the amount or duration of any payment, interest rate, spread or similar risk, or (ii) to result in a lower cost of borrowing; and (b) the amounts payable by the LACMTA with respect to such Revolving Credit Agreement shall be payable solely and exclusively from Measure M Sales Tax Revenues. In accordance with Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that the Revolving Credit Agreements entered into in accordance with this Resolution and consistent with the requirements set forth herein are designed to reduce the amount or duration of payment, interest rate, spread or similar risk or result in a lower cost of borrowing.

Section 8. Approval of Alternate Revolving Credit Agreements. If a Designated Officer determines that it is in the LACMTA's best interests to replace the Revolving Credit Agreement with Wells or with PNC with one or more revolving credit agreements with one or more Alternate Lenders, the Designated Officers are hereby authorized to enter into one or more revolving credit agreements with one or more other Alternate Lenders (each, an "Alternate Revolving Credit Agreement"). The Alternate Revolving Credit Agreements, as executed and delivered, may be substantially similar to the form of the Wells Revolving Credit Agreement or the PNC Revolving Credit Agreement now on file with the Board Clerk and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the forms of such documents now on file with the Board Clerk and made available to the Board. From and after the execution and delivery of the Alternate Revolving Credit Agreements, the officers, employees and agents of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Alternate Revolving Credit Agreements.

Section 9. Additional Authorizations. All actions heretofore taken by the officers, employees and agents of the LACMTA with respect to the execution and delivery of the Senior Trust Agreement, the Subordinate Trust Agreement and the Revolving Credit Agreements are hereby ratified, confirmed and approved. The officers, employees and agents of the LACMTA are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the LACMTA, to do any and all things and to take any and all actions and to execute and deliver any and all agreements, certificates and documents, including, without limitation, any tax certificates or agreements, any amendments to existing agreements relating to obligations payable from the Measure M Sales Tax or related agreements, any agreements for depository services, and any agreements for rebate compliance services, which they, or any of them, may deem necessary or advisable in order to consummate the transactions contemplated by the Revolving Credit Agreements and otherwise to carry out, give effect to and comply with the terms and intent of the Ordinance, the Program Resolution, this Resolution and the documents approved hereby.

All approvals, consents, directions, notices, orders, requests and other actions permitted or required by any of the documents authorized by this Resolution, including, without limitation, any of the foregoing that may be necessary or desirable in connection with any investment of proceeds of borrowings under the Revolving Credit Agreements, or in connection with the addition, substitution or replacement of the Senior Trustee or the Subordinate Trustee, or any agreements with the Senior Trustee or the Subordinate Trustee or any similar action may be given or taken by any Designated Officer without further authorization or direction by the LACMTA, and each Designated Officer is hereby authorized and directed to give any such approval, consent, direction, notice, order, request, or other action and to execute such documents and take any such action which such Designated Officer may deem necessary or desirable to further the purposes of this Resolution.

Section 10. Continuing Authority of Designated Officers. The authority of any individual serving as a Designated Officer under this Resolution by a written designation signed by the Chair of the LACMTA, any Vice Chair of the LACMTA, the Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Executive Officer, Finance of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA shall remain valid notwithstanding the fact that the individual officer of the LACMTA signing such designation ceases to be an officer of the LACMTA, unless such designation specifically provides otherwise.

Section 11. Further Actions. The Designated Officers and each of them are hereby authorized and directed to amend, supplement or otherwise modify the Senior Trust Agreement, the Subordinate Trust Agreement, the Revolving Credit Agreements and any Alternate Revolving Credit Agreements at any time and from time to time and in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement, or modification, upon consultation with the LACMTA's Municipal Advisor and Bond Counsel, the execution of such amendment, supplement or other modification being conclusive evidence of the LACMTA's approval thereof.

Section 12. Costs of Issuance. The LACMTA authorizes funds of the LACMTA, together with the proceeds of borrowings under the Revolving Credit Agreements, to be used to pay costs of execution and delivery of the Revolving Credit Agreements, including, but not limited to, costs of attorneys, accountants, municipal advisors, trustees, the costs associated with rating agencies, printing, publication and mailing expenses and any related filing fees.

Section 13. Effective Date. The effective date of this Resolution shall be the date of its adoption.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2026.

[SEAL]

By _____
Board Clerk, Los Angeles County
Metropolitan Transportation Authority

Dated: _____, 2026

ATTACHMENT C

Bank Recommendation Summary

Proposer	Maximum Principal Commitment	Estimated First Year Cost*	Total Estimated Costs*
Commercial Paper Support – Measure M			
TD Bank, N.A.	$200,000,000	$3,891,000	$11,573,000
Bank of America, N.A.	$200,000,000	$3,955,000	$11,765,000
PNC Bank, N.A.	$200,000,000	$3,997,500	$11,892,500
BMO Bank, N.A.	$200,000,000	$4,085,000	$12,155,000
Sumitomo Mitsui Banking Corporation	$200,000,000	$4,245,000	$12,625,000
Barclays Bank PLC	$200,000,000	$4,296,000	$12,738,000
JP Morgan Chase Bank, N.A.	$200,000,000	$4,820,000	$14,360,000
Revolving Line of Credit Support – Measure M			
Wells Fargo Bank, N.A.	**$200,000,000**	**$3,725,000**	**$11,075,000**
PNC Bank, N.A.	**$200,000,000**	**$3,810,000**	**$11,330,000**
Bank of America, N.A.	$200,000,000	$4,000,000	$11,900,000
JP Morgan Chase Bank, N.A.	$200,000,000	$4,790,000	$14,270,000

Targeted firms are shown in bold.

Alternative Products – Revolving Line of Credit

Morgan Stanley provided a proposal for a product that was less desirable to Metro and is therefore not included in the summary above.

*All Costs are based on a standardized assumption of a $200,000,000 facility size with provided pricing for a three-year tenor Revolving Line of Credit and Commercial Paper.

ATTACHMENT D

Measure M Oversight Committee
Finding of Benefit Resolution

ATTACHMENT A

RESOLUTION PURSUANT TO MEASURE M ORDINANCE FINDING THAT THE BENEFITS OF ESTABLISHING MEASURE M SHORT-TERM BORROWING PROGRAM EXCEED ISSUANCE AND INTEREST COSTS

WHEREAS, the Measure M Ordinance provides for the establishment and implementation of a retail transactions and use tax and an expenditure plan that describes the Measure M transit capital projects to be constructed with the proceeds of such tax; and

WHEREAS, the accelerated construction of certain Measure M transit capital projects would avoid inflationary cost escalation; and

WHEREAS, the proposed $500,000,000 short-term borrowing program would provide financing to meet the cash flow necessary to pay for an accelerated construction program for Measure M transit capital projects; and

NOW, THEREFORE, the Measure M Independent Taxpayers Oversight Committee of Metro finds that the economic, environmental and transit benefits of establishing a $500,000,000 short-term borrowing program, which would accelerate project delivery and avoid inflationary cost escalation, exceed issuance and interest costs.

Adopted this 3rd day of December, 2025.

Signed:

Board Clerk
Los Angeles County Metropolitan
Transportation Authority

File # 2025-0985

Measure M
Short-Term Borrowing Program

Finance, Budget and Audit Committee
January 15, 2026

Metro

RECOMMENDATIONS

ADOPT:

A. A resolution that authorizes the CEO or designees to establish the Measure M Short-Term Borrowing Program (Attachment A); and

B. A resolution that authorizes the CEO or designees to execute and deliver all necessary documents related to the Measure M Short-Term Borrowing Program to enter into revolving credit agreements (Attachment B)

Metro

BACKGROUND & PURPOSE

Background	Metro is focused on ensuring delivery of the transit capital and highway projects set forth in the Measure M Expenditure Plan
	The Long Range Transportation Plan assumes the use of short-term borrowing and long-term bonds to deliver Measure M capital projects
Purpose	Provide liquidity at lowest cost of borrowed capital, maintain prudent level of risk, and preserve financial flexibility in Metro's capital structure
	Provide interim financing for Board-approved capital projects and programs • Financing until grant reimbursement or other funding sources are received, or until permanent financing is arranged • Short-term borrowing facilities utilized for quick access to funds when construction is imminent

Metro

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

- The Measure M Independent Taxpayer Oversight Committee ("Committee") was created to ensure accountability for Measure M sales tax expenditures
- Measure M Ordinance states: the Committee "shall review all proposed debt financing and make a finding as to whether the benefits of the proposed financing for accelerating project delivery, avoid future cost escalation, and related factors exceed issuance and interest costs"
- The Committee made the finding of benefit of establishing the Measure M Short-Term Borrowing Program at its December 3, 2025 meeting (Attachment D)

Metro

NEXT STEPS

- Authorize Measure M short-term borrowing program
- Negotiate final terms and conditions with the recommended letter of credit ("LOC") and revolving credit facility ("RCF") providers
- Prepare agreements and documentation for LOCs and RCFs, including, among others, notices, reimbursement agreements, fee agreements, reimbursement notes, credit agreements, revolving obligation notes, supplemental trust agreements and offering memoranda
- Obtain credit ratings for the Commercial Paper ("CP") notes based on the credit ratings of the selected providers
- Issue CP or drawdown on RCFs

Metro

File #: 2025-1044, **File Type:** Resolution **Agenda Number:** 22.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
JANUARY 15, 2026

SUBJECT: I-105 EXPRESSLANES PROJECT - TOLL REVENUE BONDS AND TIFIA LOAN FINANCINGS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT:

A. a Resolution (Attachment A) that authorizes the issuance and sale of a combined aggregate principal amount not to exceed $1.7 billion for the I-105 ExpressLanes Project in the form of the Toll Revenue First Lien Bonds in one or more series, Toll Revenue Third Lien Bonds, and/or TIFIA Loan Agreement and the taking all other actions necessary in connection with the issuance of the bonds and/or loan; and

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE BOARD)

B. the revised Toll Policy (Attachment B).

ISSUE

Authorization of Metro's inaugural toll revenue backed financing is required to support completion of the I-105 ExpressLanes Project ("Project"). The Project is currently advancing construction on segment 1, which began in February 2025, and is fully-funded. The Board approved the funding plan for segments 2 and 3 in October 2025, which is comprised of the State Solutions for Congested Corridors ("SCCP") grant funding, and toll revenue backed debt obligations.

To complete construction and minimize borrowing costs, the Project needs financing through the issuance of long-term toll revenue bonds and obtaining federal credit assistance. Both debt obligations will be repaid from toll revenues once the ExpressLanes are completed and placed into operation.

The toll revenue backed financing plan consists of issuing toll revenue bonds and executing a Transportation Infrastructure Finance and Innovation Act ("TIFIA") loan agreement with the U.S. Department of Transportation ("DOT"). Specifically, an estimated total of $525 million of the Toll Revenue First Lien Bonds, Series 2026-A ("Toll Bonds"), together with the Toll Revenue Third Lien

Bonds, TIFIA Series 2026-A Loan Agreement ("TIFIA Loan") in an estimated total of $850 million, will provide funding for a portion of the remaining Life-of-Project ("LOP") budget of $1.521 billion. The current schedule targets a February 2026 Toll Bonds issuance and TIFIA Loan closing to align with the construction funding needs.

BACKGROUND

The Project will convert the existing High Occupancy Vehicle ("HOV") lane to one tolled ExpressLane and an addition of a second tolled ExpressLane to provide two tolled ExpressLanes in each direction. The traffic and toll revenue forecasts supporting the Project's projected toll revenues were developed as part of the investment grade traffic and revenue study, which provides the analytical basis necessary to support the Project and its financing plan.

I-105 ExpressLanes Project:

The I-105 ExpressLanes Project is being delivered using the Construction Manager/General Contractor ("CM/GC") method, with phased work packages. The CM/GC contractor was procured in 2022; construction contracts were awarded in 2024 for Segment 1 and in October 2025 for Segments 2 and 3. The Segment 1 Identified Work Package construction is underway; Segments 2 and 3 are proceeding per the October 2025 award. The Project converts the existing HOV lane to an ExpressLane and adds a second ExpressLane in each direction on I-105 from I-405 to Studebaker Road, delivered as Segment 1 (I-405 to Central Ave) and Segments 2 and 3 (Central Ave to Studebaker Rd.). The RTCS was procured in 2022 via a design-build-operate-maintain ("DBOM") contract and is coordinated with the CM/GC heavy civil work. Funding sources include Metro Local Measure M funding, SCCP grant funding, and toll revenue backed loans, including the Toll Bonds and the TIFIA Loan.

In conjunction with the Project, the Toll Policy approved by the Metro Board in January 2016 is being updated to reflect changes to the ExpressLanes program and includes the Project, alongside the I-10 and I-110 ExpressLanes.

The updated Toll Policy (Attachment B) will allow the Project to maintain the necessary federal performance standards by changing the HOV requirement for travel on the I-105 ExpressLanes from the current HOV lane policy of HOV2+ to HOV3+ when segment 1 of the Project opens in fiscal year ("FY") 2028. This occupancy change is the only modification to the toll policy that is required. The change to HOV3+ for toll-free travel on the I-105 aligns with occupancy requirements currently in place on I-10 during peak periods and also aligns with occupancy requirements for free travel on priced lanes in Orange, Riverside, and San Bernardino counties. Moving to toll free travel for HOV3+ will allow the lanes to remain open longer before they become degraded, as witnessed on the I-10 and I-110. Based on conversations with rating agencies, Caltrans, and the TIFIA office regarding lane performance, revenue, and degradation, this modification to toll policy on the I-105 is recommended and will ensure Metro gets favorable rates on toll revenue bonds, saving the agency money.

DISCUSSION

The proposed financing structure includes the issuance of Toll Bonds and the execution of a TIFIA Loan agreement, both secured by net toll revenues generated by the ExpressLanes. Both the Toll Bonds and/or the TIFIA Loan will finance a portion of the Project costs for segment 1 and segments 2 and 3, including construction capital, support services, utilities relocations, limited Right of Way ("ROW"), contingency, and Roadside Toll Collection System ("RTCS") integration, and financing related costs.

Financing Need and Structure:

The funding plan for the $1.521 LOP approved by the Board at the October 2025 meeting includes local, state, and toll backed debt obligations sources summarized below. Financing costs, including costs of issuance and initial reserves for the first lien Toll Bonds, will be funded from bond proceeds. Debt service for the first lien Toll Bonds and the third lien TIFIA Loan is secured by and paid from net toll revenues. No operating subsidies from sales taxes are anticipated for debt repayment.

Toll Bonds:

The first lien Toll Bonds in an estimated amount of $525 million will be structured as fixed rate bonds and will be sold using a negotiated sale method. The financing may include tax-exempt and/or taxable series to optimize proceeds and investor demand; optional redemption features for future flexibility; capitalized interest through construction and early operations to align with toll revenue ramp-up; and a debt service reserve funded from bond proceeds. With an aggregate par amount of approximately $525 million, $348 million of the bond proceeds will be used for the Project construction and to pay the costs of issuance related to the transaction. Any use of capitalized interest and reserves will be sized at pricing to optimize total borrowing cost. If market conditions change, a negotiated sale provides Metro the flexibility to alter the sale date and/or bond structure, as needed. The underwriters will pre-market the bonds targeting as many institutional and retail investors as possible, assist with the credit rating process and advise on market conditions for optimal bond pricing.

TIFIA Loan:

A third lien TIFIA Loan with the Department of Transportation ("DOT") in the amount up to $850 million will be secured by a third lien pledge on net toll revenues of the I-105 ExpressLanes. The TIFIA Loan is anticipated to be executed in parallel with the Toll Bonds, with a coterminous close in February 2026. With an aggregate par amount of approximately $850 million, $844 million of the loan proceeds will be used for the Project construction related to the transaction. The combination of the TIFIA Loan, together with the Toll Bonds, is projected to reduce overall debt service and enhance debt service coverage (as compared with a financing plan with only Toll Bonds). The TIFIA Loan will not be sold in the capital markets, as it is a direct loan with the DOT; its interest rate and execution will be consistent with the statutory State and Local Government Series securities rate plus 1 basis point at financial close.

Shutdown Contingency:

Given the uncertainty of a potential federal government shutdown and the resulting need to preserve

the option of a sole issuance of a Toll Bonds financing, authority of not to exceed $1.7 billion is being requested. The combined aggregate proposed principal amount of not to exceed $1.7 billion of Toll Bonds and/or TIFIA Loan will ensure the Project LOP will be fully funded. The Toll Bonds and /or TIFIA Loan proceeds will be used for Project construction, Toll Bonds capitalized interest, Toll Bonds debt service reserve, and costs of issuance related to each of the transactions. Annual debt service will be paid from and secured by net toll revenues from the Project. This Toll Bonds issuance and TIFIA Loan support timely delivery, maintain state grant eligibility, and position the corridor for revenue service milestones prior to and following the 2028 Olympic and Paralympic Games.

Consistent with the Metro debt policy, underwriters for this transaction have been selected by Treasury and Congestion Reduction staff by a competitive Request for Proposal ("RFP") process conducted by Sperry Capital Inc. ("Sperry"), Metro's Transaction Municipal Advisor. Orrick, Herrington & Sutcliffe LLP and Nixon Peabody LLP were selected by Treasury staff and County Counsel to serve as Bond Counsel and Disclosure Counsel, respectively.

Toll Policy:

The toll policy change will better protect against performance degradation and preserve free-flow speeds on I-105 ExpressLanes, as evidenced by existing traffic data from I-10 and I-110. Based on conversations with rating agencies and the TIFIA office regarding lane performance, revenue, and degradation, this modification to toll policy on the I-105 is recommended to ensure the project receives an investment grade rating and remains eligible for TIFIA financing. Achieving the highest possible rating will reduce borrowing costs and allow Metro considerable cost savings over the life of the loan.

The toll policy change continues Metro's effort to encourage carpooling and additional mode shift away from lower occupancy vehicle travel to transit or vanpool. It has been presented as an alternative to the public during various outreach meetings, and additional outreach is planned over the next two years as the planned change gets closer to implementation.

DETERMINATION OF SAFETY IMPACT

Approval of this report will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

The costs of issuance for the Toll Bonds will be paid from proceeds of the financing and will be budget neutral. Toll Bonds principal and interest expense for this financing will be added to subsequent fiscal year budgets payable through net toll revenues subject to the final debt service schedule.

The costs of issuance for the TIFIA Loan will be paid from Measure M Highway 17% allocated to I-105 ExpressLanes project. The TIFIA Loan interest payments are projected to begin in FY 2034 and principal payments in FY 2039. TIFIA Loan principal and interest expense once such payments begin will be added to subsequent fiscal year budgets payable through net toll revenues.

The funding sources for debt service of this financing will be reflected in future budgets under principal account 51101 and the bond interest account 51121.

EQUITY PLATFORM

Approval of this item is intended to reduce financial risk and maintain planned funding and schedules for Metro capital projects funded by toll revenues. The Project is located in a low-income area that includes Equity Focus Communities (EFCs). Specifically, 61% of census tracts within a three-mile radius of the Project are EFCs. That includes 67% of census tracts within Segment 1 and 62% of census tracts within Segment 2 and 3.

Congestion Reduction Staff completed equity assessments for Segment 1, 2 and 3 that identified potential projects that could be funded with future net toll revenue to benefit communities within a three-mile radius of the corridor. The equity assessment incorporated extensive community engagement including three pop up events, a travel survey, and four community meetings to present the draft report. In addition, monthly roundtables and a mobility audit were held with 21 Community Based Organizations (CBOs) to present and gather feedback on the assessment. When completed, the project will provide significant mobility improvements particularly the ExpressLanes, safety enhancements, and noise mitigation through new/taller soundwalls.

The I-105 ExpressLanes connects residents in EFCs to job centers in downtown Los Angeles and in the LAX/El Segundo/Hawthorne areas. Since the Project is expected to reduce travel times on the I-105, the Project will support increased access to opportunity. Furthermore, the Project is expected to shift vehicles from local arterials to I-105 ExpressLanes which will improve livability and reduce environmental impacts to corridor communities. Finally, Metro ExpressLanes has a Low-Income Assistance Plan (“LIAP”) that helps ensure low-income users have the ability to access and use the ExpressLanes.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item is expected to increase VMT in LA County, as it includes an investment that may produce additional vehicle trips as a result of increasing the roadway capacity on currently congested portions of I-105 ExpressLanes project. Although this item may not directly contribute to the achievement of the Board adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which

individually may induce or
increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods..

This Project is exempt from CEQA VMT mitigation requirements.

* Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following Metro Strategic Plan Goal:

Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could defer the issuance of the Toll Bonds and TIFIA Loan to a later time or indefinitely. This is not recommended as it could delay the construction of the Project and federal credit assistance may not be available in the future. Current approval of the TIFIA Loan enables Metro to secure favorable interest rates under current market conditions, thereby reducing the Project's long-term borrowing costs. It also ensures access to federal credit assistance at a time when future federal budget actions or administrative delays could constrain TIFIA program availability. Further, the TIFIA Loan's flexible repayment structure lowers overall debt service requirements and enhances debt service coverage, thereby strengthening the Project's financing plan. All these benefits may be lost if TIFIA is delayed or unavailable.

The Board could choose not to approve the updated Toll Policy but that is not recommended because the policy change is necessary to actively manage congestion and is critical for obtaining an investment grade rating that will provide lower financing costs for Metro. This policy provides the requested guidance to enable staff to make adjustments as needed to improve the performance of the ExpressLanes, to obtain necessary funding to expand the system consistent with prior Board directives, and support repayment obligations to bond investors and the federal government.

NEXT STEPS

Upon Board approval, staff will proceed with achieving financial close on the Toll Bonds and the TIFIA Loan, continue construction activities, and return to the Board at a later date with construction updates and other project milestones.

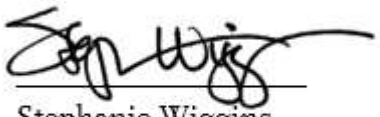
ATTACHMENTS

Attachment A - Authorizing Resolution
Attachment B -Toll Policy

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Stephanie Wiggins
Chief Executive Officer

REVISED

Authorizing Resolution

RESOLUTION AUTHORIZING A TOLL REVENUE BOND FINANCING OF THE I-105 EXPRESSLANES PROJECT INCLUDING THE ISSUANCE OF LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY TOLL REVENUE BONDS IN ONE OR MORE SERIES AND IN A PAR AMOUNT NOT TO EXCEED $1.7 BILLION (EXCLUDING CAPITALIZED INTEREST OR ACCRETED VALUE) AND CERTAIN REFUNDING TOLL BONDS OR BOND ANTICIPATION NOTES, THE EXECUTION AND DELIVERY OF A MASTER INDENTURE, ONE OR MORE SUPPLEMENTAL INDENTURES, ONE OR MORE PURCHASE CONTRACTS, ONE OR MORE OFFICIAL STATEMENTS, ONE OR MORE CONTINUING DISCLOSURE CERTIFICATES, AND A LOAN AGREEMENT RELATING TO TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM CREDIT ASSISTANCE, AND THE TAKING OF ALL OTHER ACTIONS NECESSARY OR ADVISABLE IN CONNECTION THEREWITH

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "Authority") is a county transportation commission duly organized and existing pursuant to Section 130050.2 of the California Public Utilities Code (the "Act") and a regional transportation agency under Section 149.7 of the California Streets and Highways Code (the "Toll Act");

WHEREAS, the Toll Act authorizes the Authority to develop and operate high-occupancy toll ("HOT") lanes and other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight (as further defined herein, the "ExpressLanes System") following approval of an application for the development and operation of such facilities by the California Transportation Commission (the "CTC"), established pursuant to Section 14500 of the California Government Code;

WHEREAS, pursuant to the Toll Act, the Authority submitted an application to the CTC for the development and operation of HOT lanes and other toll facilities on the portion of Interstate 105 (the "I-105") beginning at Imperial Highway and Sepulveda Boulevard and terminating just east of Interstate 605 at Studebaker Road (as further defined herein, the "Toll Road"), and the CTC has reviewed and approved such Application;

WHEREAS, pursuant to the Toll Act, the Authority has determined to establish, collect, and administer tolls on the Toll Road;

WHEREAS, pursuant to the Toll Act, the Authority has demonstrated that the Toll Road will result in expanded efficiency of the corridor in terms of travel time reliability, passenger throughput and other efficiency benefits;

WHEREAS, on October 23, 2025, the Board approved negotiation and execution of the Phase 2 Supplement of the Construction Manager/General Contractor Contract for the construction of the Toll Road and establishment of its Life-of-Project Budget;

WHEREAS, pursuant to the Toll Act, the Authority is authorized to issue one or more series of bonds, refunding bonds, or bond anticipation notes, all payable from the revenues generated from the Toll Road (the "Toll Revenues"), at any time, to finance the construction of, and construction-related expenditures for, the Toll Road, and any other construction-related expenditures included in the Funding and Expenditure Plan to be developed by the Authority in consultation with the California Department of Transportation ("Caltrans"), established pursuant to Section 14001 of the California Government Code, and the same costs for additional ExpressLanes System projects, if any, approved in the future;

WHEREAS, in order to provide funds to finance eligible expenditures relating to the Toll Road, the Authority hereby determines to authorize the issuance of one or more series of Toll Revenue Bonds (as defined below) in an aggregate principal amount not to exceed one billion seven hundred million dollars ($1,700,000,000) (excluding capitalized interest or accreted value);

WHEREAS, the Authority has submitted an application to the United States Department of Transportation (the "Department of Transportation") for Federal project credit assistance under the Transportation Infrastructure Finance and Innovation Act, codified under Sections 601-609 of title 23 of the United States Code and, subject to approval by the Department of Transportation, acting through its Build America Bureau, the Authority anticipates receiving project credit assistance in an original aggregate principal amount (excluding capitalized interest) currently estimated to be approximately eight hundred forty-four million dollars ($844,000,000) (the "TIFIA Loan") to fund a portion of the I-105 ExpressLanes Project;

WHEREAS, the Authority proposes to enter into a Master Toll Indenture (the "Master Indenture"), by and between the Authority and U.S. Bank Trust Company, National Association, as trustee (the "Toll Trustee"), which will secure the Authority's obligation to repay the Toll Revenue Bonds, including the TIFIA Loan, from Toll Revenues;

WHEREAS, the Authority hereby determines to issue its Los Angeles County Metropolitan Transportation Authority Toll Revenue Third Lien Bond, TIFIA Series 2026-A (the "TIFIA Toll Bond") under the Master Indenture, as supplemented by a supplemental indenture (a "Supplemental Indenture" and hereinafter referred to as the "First Supplemental Indenture") between the Authority and the Toll Trustee, and a loan agreement (the "TIFIA Loan Agreement") by and between the Authority and the Department of Transportation, acting by and through the Executive Director of the Build America Bureau (the "TIFIA Lender"), all to evidence the principal and interest obligations payable on the TIFIA Loan from Toll Revenues;

WHEREAS, the Authority hereby further determines to issue its Los Angeles County Metropolitan Transportation Authority Toll Revenue Bonds (the "Senior Toll Bonds" and, together with the TIFIA Toll Bond, the "Toll Revenue Bonds"), in one or more series, under the Master Indenture, as supplemented by one or more supplemental indentures (each a "Supplemental Indenture" and hereinafter referred to collectively as the "Second Supplemental Indenture" and, together with the Master Indenture and the First Supplemental Indenture, the "Toll Revenue Bond Indenture") between the Authority and the Toll Trustee, with such additional designations as may be provided for therein;

WHEREAS, the Authority has determined that it may be in its best interest from time to time to issue bond anticipation notes to pay for costs of the Project in advance of making draws under the TIFIA Loan (the "Bond Anticipation Notes"), such Bond Anticipation Notes to be refunded by one or more draws under the TIFIA Loan;

WHEREAS, the Authority has determined that it may be in its best interest from time to time to issue additional refunding bonds or bond anticipation notes in one or more series, in the form of Senior Toll Bonds (the "Refunding Toll Bonds" and, together with the Bond Anticipation Notes, the "Supplemental Toll Bonds") or the TIFIA Toll Bond (the "Refunding TIFIA Toll Bond"), with such changes as may be necessary to effect the refunding issuance;

WHEREAS, the Authority has determined that it is in its best interest to sell the Senior Toll Bonds and the Supplemental Toll Bonds, if any, to the public through one or more negotiated sales to one or more underwriters to be selected by an Authorized Representative (as defined herein) through a competitive process by the Authority (the "Underwriters"); and

WHEREAS, the sale of the Senior Toll Bonds and the Supplemental Toll Bonds, if any, shall be in accordance with the Debt Policy of the Authority; and

WHEREAS, the Underwriters have caused to be prepared a proposed form of Bond Purchase Agreement (the "Purchase Contract") which proposed form is on file with the Clerk or Acting Clerk (the "Clerk") of the Board and made available to the members of the Board;

WHEREAS, a proposed form of official statement in preliminary form to be distributed in connection with the offering and sale of the Senior Toll Bonds and the Supplemental Toll Bonds, if any, from time to time (the "Official Statement") is on file with the Clerk of the Board and made available to the members of the Board;

WHEREAS, a proposed form of Continuing Disclosure Certificate (the "Continuing Disclosure Certificate") to be executed and delivered by the Authority to assist the Underwriters in satisfying their obligations under Rule 15c2-12 promulgated by the Securities and Exchange Commission is on file with the Clerk of the Board and made available to the members of the Board;

WHEREAS, the Authority has retained Sperry Capital Inc., as municipal advisor under Section 15B of the Securities Exchange Act of 1934 (the "Municipal Advisor"), to advise the Authority in connection with the Toll Revenue Bonds, the Supplemental Toll Bonds and Refunding TIFIA Toll Bond, if any, and related costs, the amounts of which are estimated and set forth on Exhibit A attached hereto in compliance with Government Code Section 5852.1;

WHEREAS, Orrick, Herrington & Sutcliffe, LLP is acting as bond counsel to the Authority in connection with the issuance of the Toll Revenue Bonds, the Supplemental Toll Bonds and Refunding TIFIA Toll Bond, if any, and is hereby authorized, on behalf of the Authority, to file required notices with respect to such financing with the California Debt and Investment Advisory Commission;

WHEREAS, the forms of the following documents are on file with the Clerk of the Board and have been made available to the members of the Board (collectively, the "I-105 Project Financing Documents"):

(1) proposed forms of Master Indenture and Supplemental Indentures, each by and between the Authority and the Toll Trustee;

(2) a proposed form of TIFIA Loan Agreement, by and between the Authority and the TIFIA Lender;

(3) a proposed form of Purchase Contract, by and among the Authority and the Underwriters;

(4) a proposed form of preliminary Official Statement, one or more of which will provide information about the Senior Toll Bonds, the Supplemental Toll Bonds, if any, the Authority, the ExpressLanes System, the I-105 ExpressLanes Project, the Toll Revenues and certain other related matters, and will be used, from time to time, in connection with the offer and sale of the Senior Toll Bonds and the Supplemental Toll Bonds, if any; and

(5) a proposed form of Continuing Disclosure Certificate, by the Authority; and

WHEREAS, the Authority has examined and approved each of the proposed forms of the I-105 Project Financing Documents relating to the financing described herein (the "I-105 Project Financing") and desires to authorize and direct the execution of such documents as are specified herein and such other documents as are necessary in connection with the I-105 Project Financing and to authorize and direct the consummation of such financings;

NOW THEREFORE, THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY RESOLVES:

Section 1. The Authority finds and determines that the foregoing recitals are true and correct and makes them an effective part of this Resolution by incorporating them herein by reference.

Section 2. The Authority finds and determines that the Toll Road will result in expanded efficiency of the corridor in terms of travel time reliability, passenger throughput, and other efficiency benefits.

Section 3. The issuance by the Authority of not to exceed one billion seven hundred million dollars ($1,700,000,000) (excluding capitalized interest or accreted value) of Toll Revenue Bonds in accordance with the Toll Revenue Bond Indenture, in one or more series, payable and secured on a lien level as shall be provided in the Toll Revenue Bond Indenture, with such additional or changed series and subseries designations as may be necessary or desirable under the Toll Revenue Bond Indenture, from time to time on the same or different dates, is hereby authorized and approved.

Section 4. The Master Indenture, in substantially the form on file with the Clerk of the Board and made available to the Board, and the terms and conditions thereof, as supplemented by the Supplemental Indentures further authorized herein, is hereby approved.

The Authority hereby designates the Chair of the Board, any Vice Chair of the Board, the Chief Executive Officer of LACMTA, the Chief Financial Officer of LACMTA, the Treasurer of LACMTA, any Assistant Treasurer of LACMTA, any Executive Officer, Finance of LACMTA,

any Senior Executive Officer, Finance of LACMTA, and any Deputy Executive Officer, Finance of LACMTA, any Senior Director, Finance of LACMTA, or any such officer serving in an acting or interim capacity, and any written designee of any of them (each an "Authorized Representative"), and the Authorized Representatives, acting in accordance with this Section 4, are each hereby severally authorized, for and in the name and on behalf of the Authority, to execute and deliver the Master Indenture, in substantially said form, with such additional changes therein as the official executing the same may require or approve and to assign, pledge or mortgage the Authority's right, title and interest, to the extent permitted by law, in and to any agreements relating to the Toll Road, including, without limitation, the design, construction, operation and maintenance thereof, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 5. The First Supplemental Indenture, including the form of the TIFIA Toll Bond, and the TIFIA Loan Agreement, in substantially the forms on file with the Clerk of the Board and made available to the Board, and the terms and conditions thereof are hereby approved. The structure, date, series designation, maturity date or dates (no later than June 30, 2066), fixed, variable or compounded interest rate or rates (such rates not to exceed 5.75% per annum), or methods of determining the same, interest payment dates, forms, denomination of the TIFIA Toll Bond, registration privileges, place or places of payment, terms of redemption, tender, mandatory purchase, defaults and remedies, additional series designation and number thereof, other terms of the TIFIA Toll Bond, and the title of the First Supplemental Indenture shall be as provided in the Toll Revenue Bond Indenture, including as supplemented by the First Supplemental Indenture, TIFIA Toll Bond and TIFIA Loan Agreement, each as finally executed and delivered.

Each Authorized Representative, acting singly, is hereby authorized and directed, for and in the name of the Authority, to execute and deliver the First Supplemental Indenture, TIFIA Toll Bond and TIFIA Loan Agreement, each in substantially said forms, with such additional changes therein as the official executing the same may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 6. The Second Supplemental Indenture, including the form of the Senior Toll Bonds, in substantially the form on file with the Clerk of the Board and made available to the Board, and the terms and conditions thereof are hereby approved. The structure, date, series designation, lien structure, maturity date or dates (not to exceed 41 years from the date of issuance), fixed or variable interest rate or rates or accretion rate or rates (such rates not to exceed the maximum allowable by law of 12% per annum), accreted value at maturity, or methods of determining the same, interest payment dates, designation as taxable, tax-exempt, current interest, capital appreciation or convertible capital appreciation bonds, forms, denomination of the Senior Toll Bonds (which shall not be less than $5,000), registration privileges, place or places of payment, terms of redemption, tender, mandatory purchase, defaults and remedies, additional series designation and number thereof, other terms of the Senior Toll Bonds and the title of the Second Supplemental Indenture, shall be as provided in the Toll Revenue Bond Indenture, including as supplemented by the Second Supplemental Indenture, and the Senior Toll Bonds, each as finally executed and delivered; provided, however, that the all-in true interest cost (as defined below, the "True Interest Cost") of each series of the Senior Toll Bonds shall not exceed 7.0%, as such shall be calculated by the Municipal Advisor as of the date of delivery of each series of the Senior Toll Bonds.

The Authorized Representatives, acting in accordance with this Section 6, are each hereby severally authorized, for and in the name and on behalf of the Authority, to execute and deliver the Second Supplemental Indenture and the Senior Toll Bonds, each in substantially said form, with such additional changes therein as the official executing the same may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

As used herein, the term "True Interest Cost" shall be the interest rate (compounded semiannually) necessary to discount the debt service payments from their respective payment dates to the dated date of the applicable series of Senior Toll Bonds and to the principal amount and original issue premium, if any, less underwriters' discount and original issue discount, if any, and costs of issuance of the applicable series of Senior Toll Bonds. For the purpose of calculating the True Interest Cost, the principal amount of the applicable series of Senior Toll Bonds scheduled for mandatory sinking fund redemption as part of a term bond shall be treated as a serial maturity for such year. The calculation of the True Interest Cost shall include such other reasonable assumptions and methods as determined by the Municipal Advisor.

Section 7. The proposed form of the Purchase Contract on file with the Clerk of the Board and made available to the Board and the terms and conditions thereof are hereby approved. Each Authorized Representative, acting singly, is hereby authorized and directed, for and in the name and on behalf of the Authority, to sell the Senior Toll Bonds to the Underwriters pursuant to a Purchase Contract, with the Underwriters' discount not to exceed 0.7% of the principal amount of the Senior Toll Bonds, and to execute and deliver a Purchase Contract, in substantially said form, with such changes therein as the officer executing the same may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 8. The proposed form of Official Statement on file with the Clerk of the Board and made available to the Board is hereby approved. Each Authorized Representative, acting singly, is hereby authorized to execute one or more certificates confirming that the Official Statement in preliminary form in substantially said form with such changes, insertions and deletions as may be approved by the Authorized Representative is "deemed final" by the Authority for purposes of Securities and Exchange Commission Rule 15c2-12 (the execution of such certificate being conclusive evidence of such approval). Each Authorized Representative, acting singly, is hereby authorized and directed to execute and deliver one or more Official Statements in substantially the form on file with the Clerk of the Board and made available to the Board with such changes, insertions and deletions as may be approved by the Authorized Representative, said execution being conclusive evidence of such approval. One or more supplements to the preliminary Official Statement or final Official Statement may be prepared and delivered reflecting updated and revised information as an Authorized Representative deems appropriate or necessary. The distribution by the Underwriters of copies of the Official Statement in final form and any supplements thereto to all actual purchasers of the Senior Toll Bonds and the Supplemental Toll Bonds, if any, and the distribution by the Underwriters of the Official Statement in preliminary form and any supplements thereto to potential purchasers of the Senior Toll Bonds and the Supplemental Toll Bonds, if any, are hereby authorized and approved.

Section 9. The proposed form of Continuing Disclosure Certificate on file with the Clerk of the Board and made available to the Board is hereby approved. Each Authorized Representative, acting singly, is hereby authorized and directed, for and in the name and on behalf

of the Authority, to execute and deliver one or more Continuing Disclosure Certificates in substantially said form, with such changes therein as such officer executing the same may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 10. Subsequent to the issuance of any Senior Toll Bonds or the TIFIA Toll Bond, the Authority is hereby further authorized to issue the Refunding TIFIA Toll Bond or additional Refunding Toll Bonds on or prior to June 30, 2027, in one or more series, in the form of the TIFIA Toll Bond or refunding Senior Toll Bonds, as applicable, each under the Master Indenture as supplemented by one or more additional supplemental indentures, in substantially the form of the First Supplemental Indenture or the Second Supplemental Indenture, as applicable (collectively, the "Refunding Supplemental Indenture") between the Authority and the Toll Trustee, and to defease or redeem any portion of the Toll Revenue Bonds (the "Refunding") issued pursuant to this Resolution, including from one or more draws under the TIFIA Loan.

The Authorized Representatives, acting in accordance with this Section 10, are each hereby severally authorized, for and in the name and on behalf of the Authority, to execute and deliver one or more such Refunding Supplemental Indentures, each in substantially said forms, with such additional changes therein as the official executing the same may require, including such terms and conditions as may be necessary to effect the payment, redemption or defeasance of the previously issued Toll Revenue Bonds, such approval to be conclusively evidenced by the execution and delivery thereof; provided, however, that any Refunding TIFIA Toll Bond authorized hereunder shall be subject to the requirements set forth in Section 4 herein and any Refunding Toll Bonds authorized hereunder shall be subject to the requirements set forth in Section 6 and Section 7 herein; provided, further, that each series of Refunding Toll Bonds or Refunding TIFIA Toll Bond shall be issued in a principal amount not to exceed the amount necessary and sufficient to accomplish such refunding, including providing amounts for costs incidental to or connected therewith, and the making of any deposits into a reserve fund and any of the funds and accounts required by the provisions of the Supplemental Indenture authorizing such series of Refunding TIFIA Toll Bond or Refunding Toll Bonds.

In connection with any such Refunding, the Authorized Representatives are each hereby severally authorized, for and in the name and on behalf of the Authority, to engage an escrow agent, verification agent or a bidding agent, and execute and deliver one or more Purchase Contracts, Continuing Disclosure Certificates, Official Statements or other offering documents, escrow agreements, investment agreements, notices of defeasance or redemption, and any other documents which such Authorized Representative may deem necessary or desirable to effect the Refunding.

Section 11. Subsequent to the issuance of the TIFIA Toll Bond, the Authority is hereby further authorized to issue Bond Anticipation Notes, on or prior to June 30, 2027, to pay for costs of the Project in advance of draws under the TIFIA Loan, in one or more series, in the form of the Senior Toll Bonds, under the Master Indenture as supplemented by one or more additional supplemental indentures, in substantially the form of the Second Supplemental Indenture (the "BAN Supplemental Indenture") between the Authority and the Toll Trustee, provided that such Bond Anticipation Notes shall be issued in a maximum par amount not to exceed the amount projected to be refunded from proceeds of one or more draws under the TIFIA Loan.

The Authorized Representatives, acting in accordance with this Section 11, are each hereby severally authorized, for and in the name and on behalf of the Authority, to execute and deliver such BAN Supplemental Indentures, each in substantially said forms, with such additional changes therein as the official executing the same may require, such approval to be conclusively evidenced by the execution and delivery thereof; provided, however, that any Bond Anticipation Notes in the form of the Senior Toll Bonds authorized hereunder shall be subject to the requirements set forth in Section 6 and Section 7 herein.

Section 12. All approvals, consents, directions, notices, orders, requests and other actions permitted or required by any of the documents authorized by this Resolution, including, without limitation, any amendment of any of the documents authorized by this Resolution, or other agreements related thereto, including the Toll Revenue Bond Indenture, the Senior Toll Bonds, the TIFIA Toll Bond, the Supplemental Toll Bonds or Refunding TIFIA Toll Bond, if any, the TIFIA Loan Agreement, the Refunding Supplemental Indenture or the BAN Supplemental Indenture, if any, or any agreements with consultants, paying agents, the removal or replacement of the Toll Trustee or any similar action may be given or taken by each Authorized Representative, acting singly, without further authorization or direction by the Authority, and each Authorized Representative, acting singly, is hereby authorized and directed to give any such approval, consent, direction, notice, order, request, or other action and to execute such documents and take any such action which such Authorized Representative may deem necessary or desirable to further the purposes of this Resolution, including the execution of any term sheet in connection with the TIFIA Loan Agreement.

Section 13. All actions heretofore taken by the officers, employees and agents of the Authority with respect to the I-105 Project Financing and the issuance of the Toll Revenue Bonds and the Supplemental Toll Bonds or Refunding TIFIA Toll Bond, if any, and sale of the Senior Toll Bonds and the Supplemental Toll Bonds, if any, are hereby ratified, confirmed and approved. Each Authorized Representative is hereby authorized to execute by his or her manual or facsimile signature, and deliver, the TIFIA Toll Bond, including the TIFIA Loan Agreement, the Senior Toll Bonds and the Supplemental Toll Bonds or Refunding TIFIA Toll Bond, if any. The Clerk of the Board is hereby authorized to attest to the execution by an Authorized Representative of any of such documents as said official deems appropriate.

In connection with the sale of all or a portion of the Toll Revenue Bonds or the Supplemental Toll Bonds, any Authorized Representative is hereby authorized on behalf of the Authority to purchase or otherwise arrange for the provision of (including the payment of such premiums, fees and other costs and expenses as such Authorized Representative determines acceptable), one or more policies of municipal bond insurance to support the timely payment of principal of and interest on all or a portion of the Toll Revenue Bonds or the Supplemental Toll Bonds, said municipal bond insurance to contain such terms and conditions as such Authorized Representative shall determine is appropriate or necessary for the issuance of the Toll Revenue Bonds or the Supplemental Toll Bonds.

The officers, employees and agents of the Authority are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the Authority, to adopt or amend written procedures relating to its bonds and to do any and all things and to take any and all actions and to execute and deliver any and all agreements, certificates, notices and documents, including, without

limitation, signature certificates, certificates concerning the contents of the I-105 Project Financing Documents, certificates concerning the contents of the Official Statement and the representations and warranties in the Purchase Contract, any other agreements or certificates which they, or any of them, may deem necessary or advisable in order to consummate the I-105 Project Financing and the execution and delivery of the I-105 Project Financing Documents and to otherwise carry out, give effect to and comply with the terms and intent of this Resolution, the Act, the Toll Act, the TIFIA Toll Bond including the TIFIA Loan, the Senior Toll Bonds, the Supplemental Toll Bonds and Refunding TIFIA Toll Bond, if any, the Toll Revenue Bond Indenture, any Refunding Supplemental Indenture or BAN Supplemental Indenture, and the other documents approved hereby, including, as applicable, to make changes therein that may be necessary to issue solely the Senior Toll Bonds, solely the TIFIA Toll Bond, or to issue the Senior Toll Bonds or the TIFIA Toll Bond and the Supplemental Toll Bonds or Refunding TIFIA Toll Bond from time to time on different dates.

Section 14. The Board hereby approves the execution and delivery of all agreements, documents, certificates and instruments referred to herein with electronic signatures as may be permitted under the California Uniform Electronic Transactions Act and digital signatures as may be permitted under Section 16.5 of the California Government Code using DocuSign.

Section 15. This Resolution shall take effect immediately upon its adoption and approval.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2026.

By _____

Board Clerk, Los Angeles County
Metropolitan Transportation Authority

Dated: _____, 2026

EXHIBIT A

GOOD FAITH ESTIMATES
(BASE CASE SCENARIO)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
TOLL REVENUE FIRST LIEN BONDS, SERIES 2026-A ("SENIOR TOLL BONDS")

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
TOLL REVENUE THIRD LIEN BOND, TIFIA SERIES 2026-A
("TIFIA TOLL BOND")

The good faith estimates set forth herein are provided with respect to the above-referenced bonds (collectively, the "Toll Revenue Bonds") in compliance with Section 5852.1 of the California Government Code. Sperry Capital Inc. has advised the Authority in connection with the Toll Revenue Bonds for consideration prior to the authorization in the foregoing Resolution.

1. *True Interest Cost of the Toll Revenue Bonds.* Assuming the anticipated aggregate principal amount of the Toll Revenue Bonds, including the TIFIA Toll Bond, and based on conservative estimates of U.S. Treasury bond rates and capital market rates prevailing at the time of preparation of this information plus 100 basis points, a good faith estimate of the all-in true interest cost of the Toll Revenue Bonds is 5.871%.

2. *Finance Charge of the Toll Revenue Bonds.* Assuming the anticipated aggregate principal amount of the proposed Toll Revenue Bonds and based on prevailing U.S. Treasury bond rates and capital markets rates at the time of preparation of this information plus 100 basis points, a good faith estimate of the finance charge of the Toll Revenue Bonds (the "Finance Charge"), which means the sum of all fees and charges paid to third parties (or costs associated with the issuance of the Toll Revenue Bonds), is approximately $5,163,550.00.

3. *Amount of Proceeds To Be Received.* Assuming the anticipated aggregate principal amount of the proposed Toll Revenue Bonds and based on prevailing U.S. Treasury bond rates and capital markets rates at the time of preparation of this information plus 100 basis points, a good faith estimate of the amount of proceeds expected to be received by the Authority for the Toll Revenue Bonds is $1,381,846,163.45.

4. *Total Payment Amount.* Assuming the anticipated aggregate principal amount of the proposed Toll Revenue Bonds and based on prevailing U.S. Treasury bond rates and capital markets rates at the time of preparation of this information plus 100 basis points, a good faith estimate of the total payment amount (the "Total Payment Amount"), which means the sum total of all payments of principal and compounded and accrued interest the issuer will make to pay debt service on the Toll Revenue Bonds, calculated to the final maturity of the Toll Revenue Bonds, is $4,053,107,858.75. The Total Payment Amount does not include the Finance Charge.

Attention is directed to the fact that the foregoing information constitutes good faith estimates only. The actual interest rate, finance charges, amount of proceeds and total payment

amount may vary from the estimates above due to variations from these estimates in the timing of the Toll Revenue Bond sales, the principal amount of the Toll Revenue Bonds, the amortization of the Toll Revenue Bonds sold and market interest rates at the time of each sale. The date of sale and the amount of Toll Revenue Bonds sold will be determined by the Authority based on need to provided funds for the I-105 Project Financing and other factors. The actual interest rates at which the Toll Revenue Bonds will be sold will depend on the bond market at the time of each sale including, with respect to the TIFIA Toll Bond, U.S. Treasury bond rates. The actual amortization of the Toll Revenue Bonds will also depend, in part, on market interest rates at the time of sale. Market interest rates are affected by economic and other factors beyond the Authority's control.

GOOD FAITH ESTIMATES
(SENIOR TOLL BONDS-ONLY SCENARIO)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
TOLL REVENUE FIRST LIEN BONDS, SERIES 2026-A ("SENIOR TOLL BONDS")

The good faith estimates set forth herein are provided with respect to the above-referenced Senior Toll Bonds in compliance with Section 5852.1 of the California Government Code. Sperry Capital Inc. has advised the Authority in connection with the Senior Toll Bonds for consideration prior to the authorization in the foregoing Resolution.

1. *True Interest Cost of the Senior Toll Bonds.* Assuming the anticipated aggregate principal amount of the Senior Toll Bonds, and based on conservative estimates of capital market rates prevailing at the time of preparation of this information plus 100 basis points, a good faith estimate of the all-in true interest cost of the Senior Toll Bonds is 6.366%.

2. *Finance Charge of the Senior Toll Bonds.* Assuming the anticipated aggregate principal amount of the proposed Senior Toll Bonds and based on prevailing capital markets rates at the time of preparation of this information plus 100 basis points, a good faith estimate of the finance charge of the Senior Toll Bonds (the "Finance Charge"), which means the sum of all fees and charges paid to third parties (or costs associated with the issuance of the Senior Toll Bonds), is approximately $16,822,497.92.

3. *Amount of Proceeds To Be Received.* Assuming the anticipated aggregate principal amount of the proposed Senior Toll Bonds and based on prevailing capital markets rates at the time of preparation of this information plus 100 basis points, a good faith estimate of the amount of proceeds expected to be received by the Authority for the Senior Toll Bonds is $1,665,427,294.53.

4. *Total Payment Amount.* Assuming the anticipated aggregate principal amount of the proposed Senior Toll Bonds and based on prevailing U capital markets rates at the time of preparation of this information plus 100 basis points, a good faith estimate of the total payment amount (the "Total Payment Amount"), which means the sum total of all payments of principal and compounded and accrued interest the issuer will make to pay debt service on the Senior Toll Bonds, calculated to the final maturity of the Senior Toll Bonds, is $6,358,611,598.81. The Total Payment Amount does not include the Finance Charge.

Attention is directed to the fact that the foregoing information constitutes good faith estimates only. The actual interest rate, finance charges, amount of proceeds and total payment amount may vary from the estimates above due to variations from these estimates in the timing of the Senior Toll Bond sales, the principal amount of the Senior Toll Bonds, the amortization of the Senior Toll Bonds sold and market interest rates at the time of each sale. The date of sale and the amount of Senior Toll Bonds sold will be determined by the Authority based on need to provided funds for the I-105 Project Financing and other factors. The actual interest rates at which the Senior Toll Bonds will be sold will depend on the bond market at the time of each sale. The actual

amortization of the Senior Toll Bonds will also depend, in part, on market interest rates at the time of sale. Market interest rates are affected by economic and other factors beyond the Authority's control.

Los Angeles County Metropolitan Transportation Authority ExpressLanes Toll Policy

Purpose

The framework detailed herein establishes policies to operate, maintain, and administer the ExpressLanes to ensure program goals are met. The policies will be used to operate the current Metro ExpressLanes program and any future ExpressLanes facilities in compliance with the program goals and Board direction. This policy framework will be expanded or modified as the ExpressLanes system grows and technology changes.

Program Goals

The following goals are established for the ExpressLanes program. The specific policies that follow derive their authority from these goals, and any future policy decisions should be measured against these goals to ensure compliance with the goals.

- Provide a safe, reliable, predictable commute for customers of the ExpressLanes
- Reinforce LACMTA's ongoing efforts to increase vehicle occupancy rates and transit ridership
- Use dynamic pricing to manage traffic and optimize -people throughput in the corridor
- Provide excellent customer service
- Operate and maintain a self-sustaining ExpressLanes program
- Utilize any surplus toll revenue for corridor improvements and system expansion

Chapter 1: OPERATIONS

Performance Requirements 100.005

In accordance with Section 166 of Title 23, Code of Federal Regulations, the ExpressLanes performance will be monitored to ensure a minimum average operating speed of 45 miles per hour, 90 percent of the time during weekday peak periods.

Mitigation strategies to be deployed, should performance degrade, are as follows:

(a) Increase the maximum toll charged to vehicles to reduce demand as described in 100.005, up to four times, then implement strategy (b), or (c), as appropriate;

(b) Extend the peak period hours, as described in 200.015, then implement strategy (a) or (c), as appropriate;

(c) Discontinue non-HOV vehicle use of ExpressLanes, and implement strategy (a) as appropriate.

Peak period performance will be monitored against ExpressLanes performance requirements. Staff will adjust the peak period to maintain performance standards.

For tolling operations, after four occurrences, within a quarter, of meeting the HOV threshold in a non-peak hour, staff may increase the duration of the peak-period to include the hour. For example,

if HOV Only has occurred four times during the 9:00 am and 10:00 am hour within the past 3 months then the peak period would now be extended to 10:00 AM from 9:00 AM

HOV threshold is defined as:

(a) System in HOV Only mode;

(b) Lasting more than 35 minutes; and

(c) Excludes incidents.

Chapter 2: Toll Rates, Exemptions and Discounts

Toll Rate Setting 200.005

When the ExpressLanes are in operation, the toll rate schedule will be a minimum of $0.10 per mile during off-peak hours and $0.35 per mile during peak hours, as defined in policy 200.015. Toll rates will vary based on, traffic density (traffic volumes/travel speeds) and will automatically adjust using a dynamic pricing system. The trip price is determined by multiplying the miles travelled by the rate per mile in each tolling segment at the time of the trip. Staff will monitor toll rates against ExpressLanes performance and adjust the maximum rate per mile to maintain performance standards and ensure the following ExpressLane toll rate goals are met:

- Provide a safe, reliable, predictable commute for customers of the ExpressLanes
- Optimize people throughput in the corridor.

After four occurrences, within a quarter, of meeting the density threshold, staff may increase the maximum price per mile per segment by $0.10 and up to four times a year.

Density threshold is defined as:

- Density exceeding 48 (calculated as traffic volume/average travel speed);
- Lasting more than 35 minutes; and
- Excludes incidents.

Toll Exemptions 200.010

Except as provided herein, all vehicles using the ExpressLanes must pay the required toll. Only qualified vehicles may be exempt from paying tolls. The registered owner and operator of the qualified vehicle must comply with the requirements of the agency in order to obtain the exemption. The following vehicles qualify for exemption:

(a) Mass transit and paratransit as defined in Vehicle Code Section 21655.5;

(b) Carpools and vanpools, as established for each tolled facility;

(c) Motorcycles;

(d) California Highway Patrol;

(e) Authorized marked emergency vehicles on bona fide emergencies as defined in Vehicle Code Section 23301.5;

(f) Maintenance vehicles directly involved in maintenance on the ExpressLanes and adjoining bus stations or responding to bus related incidents; and

(g) Tow trucks authorized by Freeway Service Patrol responding to incidents on the ExpressLanes.

Toll Discounts 200.015

The following classes of vehicles may qualify for a toll discount. The registered owner of the qualified vehicle must comply with the following requirements to obtain the discount:

(a) HOV 2 discount during off-peak hours on Interstate 10 or during all times on Interstate 110, where applicable and indicated by roadway signage.

(b) HOV 3 discount during peak hours on Interstate 10, and during all times on Interstate 105, where applicable and indicated by roadway signage.

File # 2025-1044

I-105 ExpressLanes Project

Finance, Budget and Audit Committee
January 15, 2026

Metro

I-105 ExpressLanes Project

Purpose

- Adopt a resolution that authorizes the issuance and sale of a combined aggregate principal amount not to exceed $1.7 billion for the I-105 ExpressLanes Project in the form of Toll Revenue First Lien Bonds in one or more series, Toll Revenue Third Lien Bonds, and/or TIFIA Loan Agreement and taking all other actions necessary in connection with the issuance of the bonds and/or loan.
- Adopt the revised Toll Policy

Issue

- The Project needs long-term toll revenue bonds and federal credit assistance to complete construction at the lowest borrowing cost.

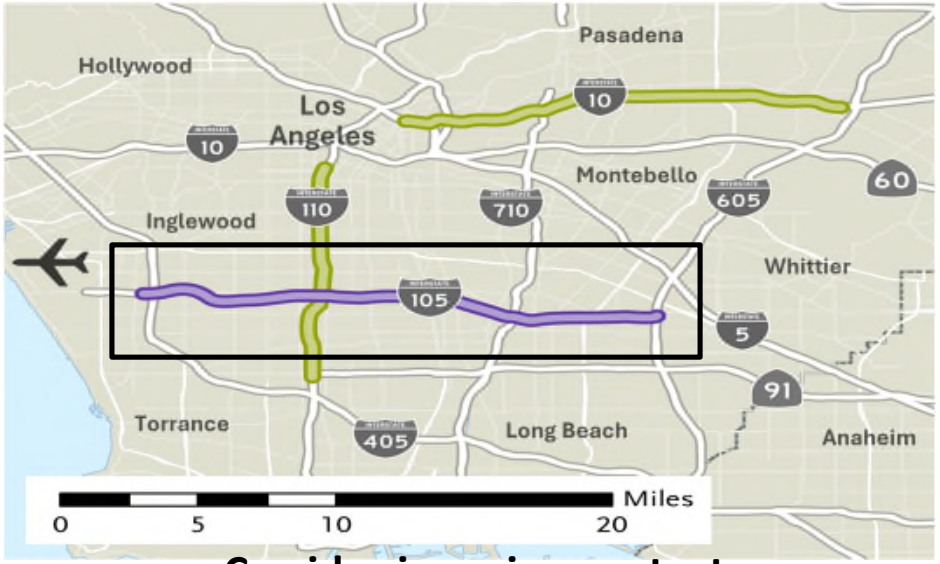
Federal Government Shutdown Risk

- A federal shutdown may impact the timing of TIFIA approval; staff would assess potential adjustments to the financing plan, as needed.
- A federal shutdown could delay the Toll Revenue Third Lien TIFIA Loan processing and closing.
- The Third Lien TIFIA Loan provides a lower overall cost of borrowing.
- Current market rates make issuing all First Lien Toll Revenue Bonds more expensive by comparison.

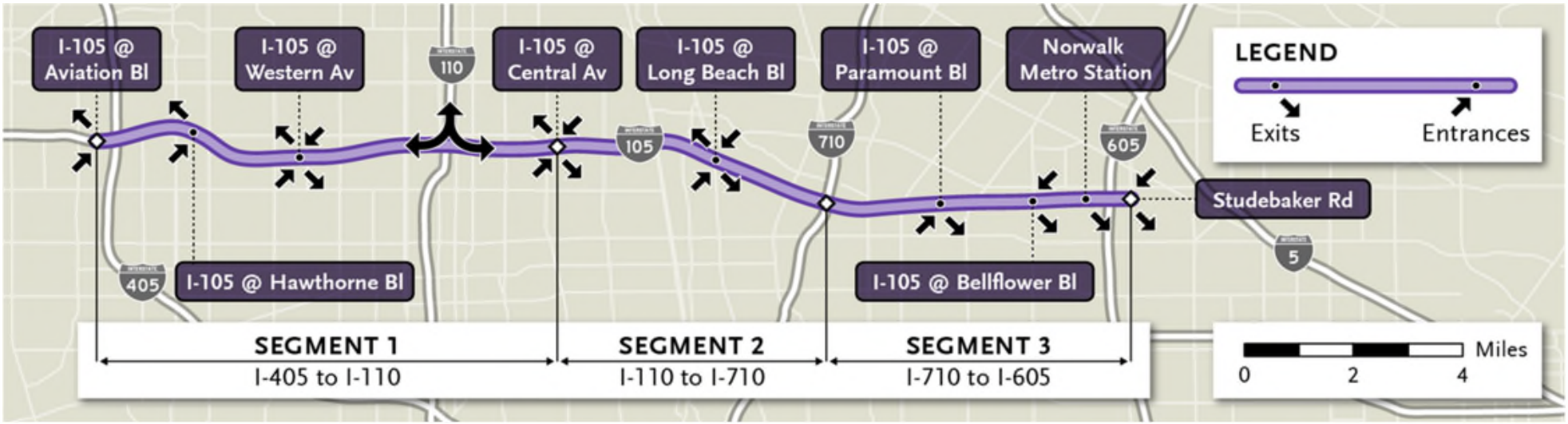
Metro

Project Overview

- The Project is comprised of three segments: Segment 1, Segment 2, and Segment 3.
- Converts existing HOV lane to an ExpressLane and adds a second ExpressLane in each direction.
- Provide additional travel options to corridor users.
- Relieve existing congestion on the corridor.



Corridor in region context



Financing Needs and Structure

Capital Markets: Toll Bonds (estimated amount up to $525 million)

- Toll Revenue First Lien Bonds will be sold to investors on a negotiated basis.
- Toll Revenue First Lien Bonds will be issued at a fixed rate with maturities ranging from 2031 to 2056.

Federal Credit Assistance: TIFIA Loan (estimated amount up to $850 million)

- TIFIA is a direct loan with the Department of Transportation (DOT) (not sold in the capital markets) with an interest rate set at the State and Local Government Series (SLGS) rate plus 1 bp at closing.
- Toll Revenue Third Lien TIFIA Loan will be issued at a fixed rate with maturities ranging from 2039 to 2064.
- Expected to close in parallel with the Toll Bonds in February 2026.

In case of a Federal Government Shutdown, the financing would be Toll Bonds only.

Capital Markets: Toll Bonds only (estimated amount up to $1.7 billion)

- Toll Revenue First Lien Bonds will be sold to investors on a negotiated basis.
- Toll Revenue First Lien Bonds will be issued at a fixed rate with maturities ranging from 2037 to 2066

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Metro

Toll Policy

- The Toll policy is set by the LACMTA board
- The Toll Policy is designed to encourage carpooling and further support Metro's shift towards increased transit and vanpool use on the corridor
- The Revised Toll Policy incorporates the I-105 ExpressLanes
- Occupancy requirements, including HOV3+, were explored as part of the environmental process
- No other changes to the Toll Policy are recommended
- Policy revision is necessary to ensure travel time reliability and achieve investment grade rating, lowering borrowing costs for the project

Toll Policy

- Dynamic pricing to manage traffic and optimize people throughput in the corridor with caps
- Toll rates vary based on traffic density (calculated as traffic volume / average travel speed)
- Toll free travel for vehicles HOV-3+, motorcycles, and buses
- Vehicles can use the ExpressLanes without a transponder, also known as "Pay As You Go"; when using Pay As You Go, a $9 fee per trip is added to the cost of the toll and no carpool discounts are provided
- Trucks are not allowed (other than 2-axle light duty trucks)
- Toll credits are available to frequent transit riders who use certain transit routes that support and/or utilize the ExpressLanes
- Emergency vehicles may use the ExpressLanes toll free when responding to incidents
- A Low-Income Assistance Plan is available to persons earning less than twice the Federal poverty level

Metro

I-105 ExpressLanes Project

Recommendation

A. Adopt a resolution that authorizes the issuance and sale of a combined aggregate principal amount not to exceed $1.7 billion for the I-105 ExpressLanes Project in the form of Toll Revenue First Lien Bonds in one or more series, Toll Revenue Third Lien Bonds, and/or TIFIA Loan Agreement and taking all other actions necessary in connection with the issuance of the bonds and/or loan.

B. Adopt the revised Toll Policy

Next Steps

- Upon Board approval, staff will proceed with achieving financial close on the Toll Bonds and the TIFIA Loan, continue construction activities, and return to the Board at a later date, with construction updates and other project milestones.

Metro

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

Metro

Board Report

File #: 2026-0032, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
JANUARY 22, 2026

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held December 4, 2025 and the Special Board Meeting held January 14, 2026.

powered by Legistar™



November 14, 2025

To: Metro CEO Stephanie Wiggins
CC: Metro Board of Directors

Dear Ms. Wiggins,

The mission of Metro's Sustainability Council is to advise the agency on ways to improve sustainability efforts by developing targets, metrics and strategies to assist Metro in achieving its stated sustainability program goals.

We recently became aware of the Los Angeles World Airports (LAWA) Roadway Improvements Project, part of the larger Airfield and Terminal Modernization Project (ATMP). This project would dramatically expand the roadway infrastructure around LAX, constructing or replacing 4.4 miles of roadway.

While the project is not warranted based on the merits (traffic into the central terminal area is down, and LAX's new terminals are on hold), we are concerned that this $1.5B project may undermine Metro's own efforts.

LAX has spent $3.3B on the automated people mover, which in their own estimations will move 30 million passengers each year, about ⅓ of LAX's total volume. Of course, the people mover will connect to Metro's new Airport station, which cost Metro $900M; Metro's multibillion dollar investments in the future C and K line extensions, and the opening of Metro's D line extension, will entice more passengers to take Metro to and from LAX.

Unfortunately, similar to the 405 expansion 20 years ago that made traffic worse[1], LAWA's new roadways are likely to do the same. In fact, in their own environmental impact report, the new roadways are expected to induce 51,006 more daily vehicle miles traveled [2]; according to a supplemental report by LADOT, the project is expected to make traffic around the airport *worse* overall.

[1]https://ktla.com/news/local-news/traffic-on-405-freeway-has-gotten-worse-despite-billion-dollar-widening-project/
[2] According to CEQA documents here the project will induce 32,786 daily LAX passenger vehicle miles alongside 18,220 non passenger miles.

As a region, spending billions to connect multiple rail lines to our airport only to have the airport itself undertake a project that induces more people to drive is counterproductive, directly undermining the huge effort and expense Metro has made on improving public transportation to the airport.

Lastly, L.A. is gearing up to host the World Cup next year, and the Olympics in 2028. The automated people mover was expected to open in 2023 — and is now expected to open in the summer of 2026, more than three years late. It does not make sense to tear up the roadways around our airport this close to events that will put Los Angeles on the world stage, as this project will likely face similar delays.

Given how misaligned this project is with our region's sustainability efforts and Metro's own transit investments, we suggest that Metro work with the City of Los Angeles to put this project on hold until after the Olympics, where we can reassess if a massive roadway expansion still makes sense.

Sincerely,



Thomas Small, Vice Chair of Metro's Sustainability Council

On behalf of the Metro Sustainability Council, which voted to submit this letter at their meeting on November 14th, 2025.

December 1, 2025

The Honorable Fernando Dutra and LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: BoardClerk@Metro.net, greenlineextension@metro.net
CC: South Bay Cities COG Board of Directors

RE: LA Metro Letter of Support – C/K Line Extension to Torrance FEIR Certification & Approval

Dear Board Directors of LA Metro and South Bay Cities Council of Governments:

On behalf of Indivisible South Bay LA, we support certifying the Final Environmental Impact Report (EIR) and approving the C/K Line Extension to Torrance project. By approving the project and moving forward with the Locally Preferred Alternative (LPA), we can provide a much-needed, once-in-a-generation rail connection between LA County and the South Bay.

Additional benefits that derive from the project are to attract new riders and reduce travel times for passengers. Government officials can also respond to community concerns with mitigation measures and new amenities along the Metro ROW and align with available funding and the Measure M schedule.

This project will operate as part of the K Line, extending from its current terminal at the Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center in Torrance. The Project will leverage over $45 million in local mobility investments with direct connections to two new regional bus centers in Redondo Beach and Torrance, expanding access to the entire South Bay.

With the new operating pattern of the K Line and the recent opening of the LAX Metro Transit Center, this project will create a one-seat ride between Torrance, Redondo Beach, LAX, and Inglewood and further connections to the Westside and Downtown Los Angeles via the Metro E Line. Estimates project a 19-minute ride from Torrance to LAX and significant travel time savings between the South Bay and greater Los Angeles.

The South Bay suffers from congested streets and lack of rapid transportation options, resulting in long travel times for drivers and transit riders alike. Congestion is projected to worsen by 30% in 2045. The Project will create a fast and reliable transportation option to connect people by rail to jobs, schools, and services across the County with benefits concentrated in many Equity Focus Communities that will be linked along the Metro C and K Lines.

As approved by the Board in May 2024, the LPA (Hybrid) is most responsive to the available budget and addresses major community concerns through design and mitigation. The alignment is fully grade-separated for light rail, connects directly to local transit centers, adds new walking paths, and provides safety modernizations for the existing rail corridor. The project is well-positioned for funding with over $1.4 billion already secured from Measure R, M, TIRCP, and SB 1. It will be highly-competitive for state transportation grants following FEIR certification. LPA will not require federal funds.

Additionally, the existing jobs and housing imbalance is projected to worsen in the coming decades with employment growing twice as fast as population in the South Bay, while new housing requires transit solutions to mitigate traffic impacts. The Project will help reduce 13.7 million vehicle miles and 1,905 metric tons of carbon dioxide equivalent (CO2) per year, helping to combat climate change. The Project would attract around 1.5 million new Metro riders per year, expanding access to job centers as the majority of those in the County cannot afford to live close to where they work. The project would generate over 15,000 construction jobs and strengthen the South Bay economy.

We urge the Metro Board of Directors to approve and certify the Final EIR so that the project can prepare for design and construction. The C/K Line Extension to Torrance project is a critical component of Measure M promised to South Bay voters that will transform mobility in LA County, while strengthening the local economy, improving air quality and providing additional benefits to low-income households and disadvantaged communities. Once again, we thank you for your leadership and look forward to supporting your efforts for continued enhancement of our multimodal transportation network in the South Bay and Los Angeles County.

Sincerely yours,

Indivisible South Bay LA Steering Committee

Linda Suomi, Leader
Ellen Gorbunoff
Kenny Johnson
Ginny Jenkins
Umesh Ketkar
Connie Koehler
Ruth Presslaff

December 1, 2025

The Honorable Fernando Dutra and LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: BoardClerk@Metro.net, greenlineextension@metro.net
CC: South Bay Cities COG Board of Directors

RE: LA Metro Letter of Support – C/K Line Extension to Torrance FEIR Certification & Approval

Dear Board Directors of LA Metro and South Bay Cities Council of Governments:

On behalf of Streets For All**,** we support certifying the Final Environmental Impact Report (EIR) and approving the C/K Line Extension to Torrance project. By approving the project and moving forward with the Locally Preferred Alternative (LPA), we can provide a much-needed, once-in-a-generation rail connection between LA County and the South Bay.

Additional benefits that derive from the project are to attract new riders and reduce travel times for passengers. Government officials can also respond to community concerns with mitigation measures and new amenities along the Metro ROW and align with available funding and the Measure M schedule.

This project will operate as part of the K Line, extending from its current terminal at the Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center in Torrance. The Project will leverage over $45 million in local mobility investments with direct connections to two new regional bus centers in Redondo Beach and Torrance, expanding access to the entire South Bay.

With the new operating pattern of the K Line and the recent opening of the LAX Metro Transit Center, this project will create a one-seat ride between Torrance, Redondo Beach, LAX, and Inglewood and further connections to the Westside and Downtown Los Angeles via the Metro E Line. Estimates project a 19-minute ride from Torrance to LAX and significant travel time savings between the South Bay and greater Los Angeles.

The South Bay suffers from congested streets and lack of rapid transportation options, resulting in long travel times for drivers and transit riders alike. Congestion is projected to worsen by 30% in 2045. The Project will create a fast and reliable transportation option to connect people by rail to jobs, schools, and services across the County with benefits concentrated in many Equity Focus Communities that will be linked along the Metro C and K Lines.

As approved by the Board in May 2024, the LPA (Hybrid) is most responsive to the available budget and addresses major community concerns through design and mitigation. The alignment is fully grade-separated for light rail, connects directly to local transit centers, adds new walking paths, and provides safety modernizations for the existing rail corridor. The project is well-positioned for funding with over $1.4 billion already secured from Measure R, M, TIRCP, and SB 1. It will be highly-competitive for state transportation grants following FEIR certification. LPA will not require federal funds.

Additionally, the existing jobs and housing imbalance is projected to worsen in the coming decades with employment growing twice as fast as population in the South Bay, while new housing requires transit solutions to mitigate traffic impacts. The Project will help reduce 13.7 million vehicle miles and 1,905 metric tons of carbon dioxide equivalent (CO_2) per year, helping to combat climate change. The Project would attract around 1.5 million new Metro riders per year,

expanding access to job centers as the majority of those in the County cannot afford to live close to where they work. The project would generate over 15,000 construction jobs and strengthen the South Bay economy.

We urge the Metro Board of Directors to approve and certify the Final EIR so that the project can prepare for design and construction. The C/K Line Extension to Torrance project is a critical component of Measure M promised to South Bay voters that will transform mobility in LA County, while strengthening the local economy, improving air quality and providing additional benefits to low-income households and disadvantaged communities. Once again, we thank you for your leadership and look forward to supporting your efforts for continued enhancement of our multimodal transportation network in the South Bay and Los Angeles County.

Sincerely,



Michael Schneider
CEO
Streets For All

Streets Are For Everyone
1110 Virgil Ave, Suite 353
Los Angeles, CA 90029
Phone: (844) 88-4-SAFE

November 24, 2025

The Honorable Fernando Dutra and LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: BoardClerk@Metro.net, greenlineextension@metro.net
CC: South Bay Cities COG Board of Directors

RE: LA Metro Letter of Support – C/K Line Extension to Torrance FEIR Certification & Approval

Dear Board Directors of LA Metro and South Bay Cities Council of Governments:

On behalf of **Streets Are For Everyone,** I submit this letter in support of certifying the Final Environmental Impact Report (EIR) and approving the C/K Line Extension to Torrance project. By approving the project and moving forward with the Locally Preferred Alternative (LPA), we can provide a much-needed, once-in-a-generation rail connection between LA County and the South Bay, attract new riders, and reduce travel times, while responding to community concerns with mitigation measures and new amenities along the Metro ROW and aligning with available funding and the Measure M schedule.

This project will operate as part of the K Line, providing an extension from where it currently ends at the Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center in Torrance. This is an important piece of the regional rail network to connect the South Bay, an important jobs center in LA County, with other cities and neighborhoods in LA County via reliable and frequent light rail transit. The Project will leverage over $45 million in local mobility investments with direct connections to two new regional bus centers in Redondo Beach and Torrance, expanding access to the entire South Bay. With the new operating pattern of the K Line and the recent opening of the LAX Metro Transit Center, this Project will create a one-seat ride between Torrance, Redondo Beach, LAX, and Inglewood and further connections to the Westside and Downtown Los Angeles via the Metro E Line. Estimates project a 19-minute ride from Torrance to LAX and significant travel time savings between the South Bay and greater Los Angeles.

The South Bay suffers from congested streets and lack of rapid transportation options, resulting in long travel times for drivers and transit riders alike. Congestion is projected to worsen by 30% in 2045. The Project will create a fast and reliable transportation option to connect people by rail to jobs, schools, and services across the County with benefits concentrated in many Equity Focus Communities that will be linked along the Metro C and K Lines. As approved by the Board in May 2024, the LPA (Hybrid) is most responsive to the available budget and addresses major community concerns through design and mitigation: The alignment is fully grade-separated for light rail, connects directly to local transit centers, adds new walking paths, and provides safety modernizations for the existing rail corridor. The project is

StreetsAreForEveryone.org

Streets Are For Everyone
1110 Virgil Ave, Suite 353
Los Angeles, CA 90029
Phone: (844) 88-4-SAFE

well-positioned for funding with over $1.4 billion already secured from Measure R, M, TIRCP, and SB 1. It will be highly-competitive for state transportation grants following FEIR certification. LPA will not require federal funds.

Additionally, the existing jobs and housing imbalance is projected to worsen in the coming decades with employment growing twice as fast as population in the South Bay, while new housing requires transit solutions to mitigate traffic impacts. The Project will help reduce 13.7 million vehicle miles and 1,905 metric tons of carbon dioxide equivalent (CO2) per year, helping to combat climate change. The Project would attract around 1.5 million new Metro riders per year, expanding access to job centers as the majority of those in the County cannot afford to live close to where they work. The project would generate over 15,000 construction jobs and strengthen the South Bay economy.

We encourage the Metro Board of Directors to approve and certify the Final EIR so that the project can prepare for design and construction. The C/K Line Extension to Torrance project is a critical component of Measure M promised to South Bay voters that will transform mobility in LA County, while strengthening the local economy, improving air quality and providing additional benefits to low-income households and disadvantaged communities. Once again, we thank you for your leadership and look forward to supporting your efforts for continued enhancement of our multimodal transportation network in the South Bay and Los Angeles County.

Sincerely,

[redacted]

Brett Slaughenhaupt, Director of LA County Advocacy
Streets Are For Everyone

LA/OC UNION SINCE 1908 BUILDING & CONSTRUCTION TRADES

Los Angeles/Orange Counties Building and Construction Trades Council

Affiliated with the Building & Construction Trades Dept., AFL-CIO

November 3, 2025

The Honorable Fernando Dutra and Metro Board of Directors
Chair and Councilmember, City of Whittier
Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952
Email: BoardClerk@Metro.net, greenlineextension@metro.net

RE: LA Metro Transit Letter of Support – C/K Line Extension to Torrance FEIR Certification & Approval

Dear Board Director Dutra and Board Directors:

On behalf of the Los Angeles and Orange Counties Building and Construction Trades Council, as the Executive Secretary, I submit this letter in support of certifying the Final Environmental Impact Report (EIR) and approving the C/K Line Extension to Torrance project. By approving the project and moving forward with the Locally Preferred Alternative (LPA), we can provide a much-needed, once-in-a-generation rail connection between LA County and the South Bay, attract new riders, and reduce travel times, while responding to community concerns with mitigation measures and new amenities along the Metro ROW and aligning with available funding and the Measure M schedule.

This project will operate as part of the K Line, providing an extension from where it currently ends at the Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center in Torrance. This is an important piece of the regional rail network to connect the South Bay, an important jobs center in LA County, with other cities and neighborhoods in LA County via reliable and frequent light rail transit. The Project will leverage local mobility investments with direct connections to two new regional bus centers in Redondo Beach and Torrance, expanding access to the entire South Bay. With the new operating pattern of the K Line and the recent opening of the LAX Metro Transit Center, this Project will create a one-seat ride between Torrance, Redondo Beach, LAX, and Inglewood and further connections to the Westside and Downtown Los Angeles via the Metro E Line. Estimates project a 19-minute ride from Torrance to LAX and significant travel time savings between the South Bay and greater Los Angeles.

The South Bay suffers from congested streets and lack of rapid transportation options, resulting in long travel times for drivers and transit riders alike. Congestion is projected to worsen by 30% in 2045. The Project will create a fast and reliable transportation option to connect people by rail to jobs, schools, and services across the County with benefits concentrated in many Equity Focus Communities that will be linked along the Metro C and K Lines. As approved by the Board in May 2024, the LPA (Hybrid) is most responsive to the available budget and addresses major community concerns through design and mitigation. The alignment is fully grade-separated for light rail, connects directly to local transit centers, adds new walking paths, and provides safety modernizations for the existing rail corridor.

Additionally, the existing jobs and housing imbalance is projected to worsen in the coming decades with employment growing twice as fast as population in the South Bay. The Project will help reduce 13.7 million vehicle miles and 1,905 metric tons of carbon dioxide equivalent (CO2) per year, helping to combat climate change. The Project would serve approximately 3.6 million project trips per year, expanding access to job centers as the majority of those in the County cannot afford to live close to where they work. The project would generate over 15,000 construction jobs and strengthen the South Bay economy by providing affordable and accessible transportation for LA County residents.

I encourage the Metro Board of Directors to approve and certify the Final EIR promptly so that the project can prepare for design and construction. The C/K Line Extension to Torrance project is a critical component of Measure M promised to South Bay voters that will transform mobility in LA County, while improving air quality and providing additional benefits to low-income households and disadvantaged communities, and strengthening the local economy.

Once again, we thank you for your leadership and look forward to supporting your efforts for continued enhancement of our multimodal transportation network in the South Bay and Los Angeles County.

Sincerely,

[redacted]

Ernesto Medrano
Executive Secretary

EM: ag/OPEIU#537/afl-cio

FAR EAST
LANDSCAPE &
MAINTENANCE INC.

November 20, 2025

Ms. Annie Duong
Senior Manager
Los Angeles County Metropolitan
Transportation Authority (Metro)
One Gateway Plaza 9th Floor
Los Angeles, CA 90012-2952

Dear Ms. Duong:

I am writing to protest the award of RFP no. OP91160 (3) – Graffiti Abatement Services and my teams previous determination of non – responsiveness. My team and I were surprised by this determination, as we believe we satisfied all stated requirements of the RFP.

Our submittal was deemed non-responsive because Far East Landscape and Maintenance, Inc. is not certified under the NAICS code for Pressure Washing and Steam Cleaning Services. However, our firm is certified under a different NAICS code and therefore qualifies under the RFP's requirement for certification as a Small Business Enterprise (SBE). The RFP does not specify that the SBE must be certified under the NAICS code specific to graffiti abatement services. In addition, our subcontractor holds the relevant licensing and expertise required to perform these services.

The RFP also requires that the certified SBE perform a Commercially Useful Function of at least 30%. Far East Landscape and Maintenance, Inc. meets this requirement. For your reference, I have attached a breakdown of the contract work that will be performed directly by our team, including tasks directly related to graffiti abatement and other associated responsibilities.

We believe that this type of strategic partnership—with a firm that holds specific technical expertise—offers a unique opportunity for our small business to gain practical experience in a new area of service. This supports the intended purpose of Metro's SBE set-aside program: to expand the capabilities and participation of small, minority-owned firms. By enabling such firms to participate meaningfully alongside more experienced subcontractors, Metro strengthens its commitment to inclusion, mentorship, and capacity-building across the contracting community.

Additionally, we would appreciate clarification regarding the procurement procedure used. Under California Public Utilities Code Section 130232(f)(5) et seq., small business set-aside contracts are to be awarded to the "lowest responsible bidder." This language appears to suggest that an Invitation for Bids (IFB) would be the appropriate vehicle, rather than a Request for Proposals (RFP). In an RFP process, "non-responsiveness" is not typically a disqualifying factor, as the process allows for discussions and revised proposals.

I have no reservations that my team could provide exemplary service had we been allowed to continue the award process.

Should you have any questions or require further information, please do not hesitate to reach out.

Sincerely,

[redacted]

Tony Moon
President
Far East Landscape and Maintenance, Inc.

Attachment

CC: Metro Board of Directors
Stephanie Wiggins
Carolina Coppolo
Carlos Martinez
David Melito

Attachment

Scope of Services to be provided by Far East Landscape and Maintenance, Inc.

- Supervise graffiti abatement crews across designated Metro regions
- Perform daily inspections and remove graffiti using chemical agents, hot water, and paint-out methods
- Document and report all graffiti using TAGRS with GPS/photo verification
- Maintain clear communication with Metro PM and attend scheduled coordination meetings
- Respond to emergency and as-needed service requests within required timeframes
- Ensure compliance with Metro safety protocols, including active ROW access procedures
- Dispose of all waste and materials in accordance with environmental regulations
- Complete all administrative responsibilities including certified payroll, reporting, and invoicing

December 2025 RBM General Public Comments

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Saturday, October 25, 2025 10:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

The Festival Trail is a bold, community-rooted vision that reimagines public space, mobility, and cultural infrastructure across Los Angeles. It is designed not only to enhance the experience of the LA28 Games, but to leave a lasting, equitable legacy for our neighborhoods — linking parks, streets, transit corridors, and cultural institutions through

inclusive design, local stewardship, and sustainable infrastructure for all members of the community that call Los Angeles home.

The Festival Trail is:

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Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted]@gmail.com.

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Sunday, October 26, 2025 10:29 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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This message was sent by [redacted] via ActionButton, on behalf of MoveLA.
Please reply to [redacted] at [redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Monday, October 27, 2025 9:07 AM

To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by [redacted] ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Tuesday, October 28, 2025 1:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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LA28 Organizing Committee,
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LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Tuesday, October 28, 2025 2:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted].

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Tuesday, October 28, 2025 8:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Legacy from the 2028 Games

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted].

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Wednesday, October 29, 2025 9:04 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted].

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Wednesday, October 29, 2025 9:13 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by [redacted] via ActionButton, on behalf of MoveLA.
Please reply to [redacted] at [redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Wednesday, October 29, 2025 3:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

Please include Festival Trail as part of the city's plan for cultural engagement during The Games in 2028

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From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Wednesday, October 29, 2025 8:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted].

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Thursday, October 30, 2025 10:11 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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Respectfully,
D-J Haanraadts

This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at s[redacted].

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Thursday, October 30, 2025 11:53 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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Please reply to [redacted] at [redacted].

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Thursday, October 30, 2025 4:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Thursday, October 30, 2025 4:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Thursday, October 30, 2025 4:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Thursday, October 30, 2025 6:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted].

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Friday, October 31, 2025 12:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted].

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Monday, November 3, 2025 8:50 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Tuesday, November 4, 2025 7:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Wednesday, November 5, 2025 3:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Thursday, November 6, 2025 6:47 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Friday, November 7, 2025 2:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Sunday, November 9, 2025 3:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Sunday, November 9, 2025 3:18 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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Please reply to [redacted] at [redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Sunday, November 9, 2025 3:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted].

From: LA City SNow <cityoflaprod@service-now.com>
Sent: Tuesday, November 11, 2025 4:39 AM
To: Board Clerk <BoardClerk@metro.net>; Clerk.CIS@lacity.org; lizeth.escobedo@lacity.org; CPC@lacity.org; connornwwnc@gmail.com
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 25-1063

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enable by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website.Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

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We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information
Neighborhood Council: North Westwood
Name: Connor Webb
Email: connornwwnc@gmail.com
The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 10/08/2025
Type of NC Board Action: For

Impact Information
Date: 11/11/2025
Update to a Previous Input: No
Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games Committee, Small Business Commission, City Planning Commission
Council File Number: 25-1063
City Planning Number:
Agenda Date:
Item Number:
Summary: The North Westwood Neighborhood Council (NWWNC) supports streamlining of permitting for events-related work, infrastructure, and uses within the public right-of-way. The City will host the FIFA World Cup, the Super Bowl, the NBA All-Star Game, the 2028 Olympic and Paralympic Games, and many other high-profile gatherings in the coming years. This is a historic opportunity to showcase Los Angeles on the global stage, but the city is running out of time to implement the required reforms needed to adequately support businesses, fans, visitors, and residents during these events. Demand for city agencies and their staff will be above capacity as the events approach, risking delays and/or under-delivering on Los Angeles' promise to host a world-class event. It is essential that the City takes all necessary measures to ensure the timely and successful delivery of the infrastructure required for this momentous event.

Ref:MSG13370065

- COMMUNITY IMPACT STATEMENT -

Council File: 25-1063

Title: Streamlined Permitting / Work in the Public Right-of-Way / National and International Events Hosted in the City

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) supports streamlining of permitting for events-related work, infrastructure, and uses within the public right-of-way. The City will host the FIFA World Cup, the Super Bowl, the NBA All-Star Game, the 2028 Olympic and Paralympic Games, and many other high-profile gatherings in the coming years. This is a historic opportunity to showcase Los Angeles on the global stage, but the city is running out of time to implement the required reforms needed to adequately support businesses, fans, visitors, and residents during these events. Demand for city agencies and their staff will be above capacity as the events approach, risking delays and/or under-delivering on Los Angeles' promise to host a world-class event. It is essential that the City takes all necessary measures to ensure the timely and successful delivery of the infrastructure required for this momentous event.

From: Stop BCHD <stop.bchd@gmail.com>
Sent: Tuesday, November 11, 2025 11:07 AM
To: Communications <communications@bchd.org>
Cc: Eleanor Manzano <cityclerk@redondo.org>; City Council <citycouncil@hermosabeach.gov>; citycouncil@manhattanbeach.gov; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; executiveoffice@bos.lacounty.gov; cityclerk@torranceca.gov; Board Clerk <BoardClerk@metro.net>; info <info@lalafco.org>; mayor@lacity.gov
Subject: (EXTERNAL) Nearly $1M Per Year on Comms STAFF at BCHD - and they publish "Veterns Day"

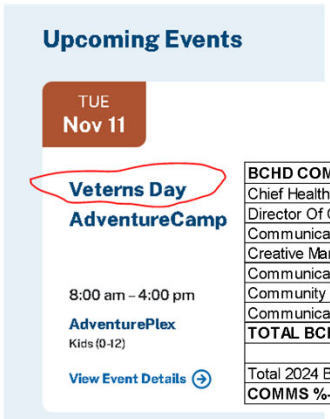
CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Public Comment - All Agencies

Public Comment - Instead of having ALLCOVERS clean a toxic, oil pumping lot, how about asking them to PROOFREAD for BCHD? "VETERNS DAY"? REALLY? That's what we get for nearly $1M a year in MARCOM staffing? That doesn't count consultants.

We need some agency to spend some quality time trying to FIX BCHD.

$1 out of every $20 at BCHD is spent on Marketing/Communications
How about more "VETERNS" OUTREACH & SERVICES INSTEAD?



BCHD COMMS POSITION	TOTAL 2024 PAY	
Chief Health Ops & Communications Officer	$	233,463.47
Director Of Communications	$	159,027.09
Communications Manager	$	120,708.31
Creative Marketing Project Manager	$	113,774.79
Communications Specialist	$	93,137.03
Community Services Coordinator	$	81,236.63
Communications Associate	$	23,850.95
TOTAL BCHD COMMS PAY 2024	**$**	**825,198.27**
Total 2024 BCHD Budget	$	15,628,000.00
COMMS %-AGE OF SPENDING		**5%**

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StopBCHD.com (StopBCHD@gmail.com) is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital

project and have not received the benefit of the voter-approved acute care public hospital since 1984.Yet we still suffer 100% of the damages and we will suffer 100%

From: LA City SNow <cityoflaprod@service-now.com>
Sent: Tuesday, November 11, 2025 11:43 AM
To: Board Clerk <BoardClerk@metro.net>; Clerk.CIS@lacity.org; lauren.nwwnc@gmail.com
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 25-1063 - Agenda Item Number: 16

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The CIS process was enable by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website.Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information
Neighborhood Council: North Westwood
Name: Lauren Wagner
Email: lauren.nwwnc@gmail.com
The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 10/08/2025
Type of NC Board Action: For

Impact Information
Date: 11/11/2025
Update to a Previous Input: No
Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games Committee
Council File Number: 25-1063
City Planning Number:
Agenda Date: 10/08/2025
Item Number: 16
Summary: The North Westwood Neighborhood Council (NWWNC) supports streamlining of permitting for events-related work, infrastructure, and uses within the public right-of-way. The City will host the FIFA World Cup, the Super Bowl, the NBA All-Star Game, the 2028 Olympic and Paralympic Games, and many other high-profile gatherings in the coming years. This is a historic opportunity to showcase Los Angeles on the global stage, but the city is running out of time to implement the required reforms needed to adequately support businesses, fans, visitors, and residents during these events. Demand for city agencies and their staff will be above capacity as the events approach, risking delays and/or under-delivering on Los Angeles' promise to host a world-class event. It is essential that the City takes all necessary measures to ensure the timely and successful delivery of the infrastructure required for this momentous event.

Ref:MSG13370494

- COMMUNITY IMPACT STATEMENT -

Council File: 25-1063

Title: Streamlined Permitting / Work in the Public Right-of-Way / National and International Events Hosted in the City

Position: For

Summary:

The North Westwood Neighborhood Council (NWWNC) supports streamlining of permitting for events-related work, infrastructure, and uses within the public right-of-way. The City will host the FIFA World Cup, the Super Bowl, the NBA All-Star Game, the 2028 Olympic and Paralympic Games, and many other high-profile gatherings in the coming years. This is a historic opportunity to showcase Los Angeles on the global stage, but the city is running out of time to implement the required reforms needed to adequately support businesses, fans, visitors, and residents during these events. Demand for city agencies and their staff will be above capacity as the events approach, risking delays and/or under-delivering on Los Angeles' promise to host a world-class event. It is essential that the City takes all necessary measures to ensure the timely and successful delivery of the infrastructure required for this momentous event.

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Friday, November 14, 2025 8:27 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

Thank you for the opportunity to do outreach. We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

The Festival Trail is a bold, community-rooted vision that reimagines public space, mobility, and cultural infrastructure across Los Angeles. It is designed not only to enhance the experience of the LA28 Games, but to leave a lasting, equitable legacy for our neighborhoods — linking parks, streets, transit corridors, and cultural institutions through

inclusive design, local stewardship, and sustainable infrastructure for all members of the community that call Los Angeles home.

The Festival Trail is:

Fiscally sponsored by the California Community Foundation, ensuring transparent and accountable financial stewardship;

Guided by an advisory committee composed of local, state, and national leaders in transportation, public space, culture, and community development;

Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Friday, November 14, 2025 12:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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This message was sent by [redacted] via ActionButton, on behalf of MoveLA. Please reply to [redacted] at [redacted]

From: Mansourian, Michael [redacted]
Sent: Thursday, November 13, 2025 10:11 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Follow-Up from CSUN Student – TAP Card Integration on Metrolink

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear board members,

I wanted to follow up briefly from my previous note and re-introduce myself using my **California State University, Northridge** email so you can verify my student affiliation.

I'm a CSUN Urban Planning major/2027 who rides Metrolink between Glendale and Northridge. My earlier messages outlined how **TAP card integration** could simplify fares for students and commuters, boost ridership, and align with regional modernization goals.

I know you and your staff are busy, so no reply is necessary right away—I simply wanted to make sure my information is properly logged and associated with my campus contact. Thank you again for your time and for considering this improvement for riders.

Best regards,
[redacted]

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Friday, November 14, 2025 11:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Amber Wang via ActionButton, on behalf of MoveLA. Please reply to Amber Wang at [redacted].

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Friday, November 14, 2025 11:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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This message was sent by Ryan Lewelling via ActionButton, on behalf of MoveLA. Please reply to Ryan Lewelling at [redacted].

From: advocate@mail.actionbutton.org <advocate@mail.actionbutton.org>
Sent: Saturday, November 15, 2025 12:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Mike Wirth via ActionButton, on behalf of MoveLA. Please reply to Mike Wirth at [redacted].

From: Jack Jones [redacted]>
Sent: Sunday, November 23, 2025 9:37 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Request for Cybersecurity Assessment Outcomes and Staffing Levels – Urgent Safety Concerns

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Chair Dutra and LA Metro Board Members,

I am writing to request clarity, transparency, and accountability regarding the status and outcomes of the Agency Enterprise Security Architecture Assessment authorized under Board Report 2022-0511, dated September 15, 2022. As you know, LA Metro awarded a $1,259,400 contract to Regents & Park to conduct this assessment with the intent of strengthening Metro's cybersecurity posture across its vast and interdependent system.

More than three years later, no public update has been provided on the assessment's findings, recommendations, or implementation progress. In that time, several developments highlight significant security concerns:

1. Metro is acquiring 64 CRRC rail cars, with deliveries extending through 2027. Federal agencies have repeatedly raised concerns regarding cybersecurity vulnerabilities associated with foreign-manufactured rolling stock, particularly systems produced by companies with ties to the Chinese government. Without clear, published cybersecurity integration measures, it remains unknown what steps LA Metro has taken to protect railcar software, onboard communication systems, or control interfaces.
2. Just last month, Metro's digital signage was hacked by online activists, showing that unauthorized actors can penetrate Metro's digital infrastructure. While the incident was contained, it raises critical

questions about whether other operational systems—including those controlling train movement—are equally vulnerable.

3. With the 2028 Olympic and Paralympic Games approaching, Metro will be a primary transportation artery for the world's largest sporting event. This reality elevates Metro's visibility as a target for cyber intrusion, operational disruption, or attacks designed to create cascading operational failures.

These concerns prompt essential questions about Metro's cybersecurity readiness. Does LA Metro have a fully operational, independently validated cybersecurity plan capable of protecting riders, employees, operations, and critical infrastructure from digital and kinetic threats?

Of particular concern is the issue of staffing. Every major transportation agency relies on highly trained cybersecurity personnel to identify vulnerabilities, oversee system hardening, and respond to incidents in real time. To properly evaluate Metro's readiness, the public must understand:

- How many full-time, non-contracted cybersecurity professionals does LA Metro currently employ?
- How does this staffing level compare to transportation agencies of comparable size and prominence, such as New York MTA, Washington Metro, BART, and Chicago CTA?

Cybersecurity is not a function that can be outsourced entirely or addressed intermittently. Agencies operating complex operational technology environments, including train control, SCADA networks, vehicle systems, and public-facing digital assets, typically employ entire cybersecurity divisions. If Metro is operating with significantly fewer dedicated personnel, the Board and the public deserve to understand the implications.

Furthermore, I respectfully request the following:

1. What were the findings of the Regents & Park Enterprise Security Architecture Assessment, and what is the implementation status of those recommendations?
2. Has Metro conducted independent penetration testing on its rail vehicles—including the new CRRC cars—and all operational systems they interact with?
3. What is Metro's contingency plan for a kinetic incident resulting from a cyberattack, such as a collision or derailment?
4. Has the Board received regular cybersecurity readiness updates? If not, why not?
5. How is cybersecurity insurance expected to protect riders and frontline employees in the event of a real-time attack, given that insurance only mitigates financial losses after the fact?

The safety of millions of riders, the integrity of our regional transportation network, and the global reputation of Los Angeles during the 2028 Games depend on Metro's ability to anticipate and neutralize high-consequence threats. The public deserves assurance that Metro is not merely checking regulatory boxes but is proactively building a cybersecurity capability that matches the scale of its risk.

Thank you for your attention to these urgent issues. I look forward to your response and to meaningful transparency regarding the cybersecurity posture of LA Metro.

From: Matt Deuschle <[redacted]>
Sent: Sunday, November 23, 2025 12:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Opposition to RV Impound Yard Proposal at Balboa Station

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

As a Los Angeles County resident and a Lake Balboa neighbor, I strongly oppose the proposal to convert the Balboa Station Metro lot into an RV impound yard.

This plan raises serious public-safety, environmental, and transportation concerns:

- The lot is immediately adjacent to the Sepulveda Basin Recreation Area, putting park users, especially children, at risk if an RV catches fire or leaks hazardous materials.
- Impounded RVs often contain fluids, chemicals, and waste. Concentrating them here could lead to toxic runoff, attract pests, and degrade the environment.
- Metro's lot is used by commuters. Turning it into an impound yard could reduce crucial parking for transit riders.
- This location is not properly zoned for a salvage or impound operation; better, more suitable parcels exist.
- Establishing this facility could set a negative precedent, making industrial or high-risk uses more likely in community-adjacent areas.

I ask that the Metro Board reject or pause this proposal until detailed environmental and community-impact studies are completed, and alternate sites are fully evaluated.

Thank you for your time, and please keep the community's safety and quality of life at the forefront when making decisions about this facility.

Sincerely,

Matt Deuschle
[redacted]

From: Padric Gleason <[redacted]
Sent: Thursday, November 27, 2025 3:32 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Fix Metro Station Entryways

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members,

The new barriers at downtown LA Metro stations are better than the old turnstiles, but there's a big, obvious problem: People can easily reach around to open the emergency exits and get through without paying. I've seen it happen—well-dressed, middle-class riders skipping fares right in front of everyone.

This is unfair to the people who do pay. It's basically open-air theft.

The fix is simple: make the gates as tall as the barriers so no one can reach over or around them. This will make sure everyone pays and keep the system fair for all riders.

Please fix this as soon as possible.

Thank you,

[redacted]

From: Tim Ozenne [redacted]
Sent: Friday, November 28, 2025 8:42 AM
To: Stop BCHD <stop.bchd@gmail.com>
Cc: citycouncil@manhattanbeach.gov; City Council <citycouncil@hermosabeach.gov>; Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; cityclerk@torranceca.gov; info <info@lalafco.org>; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: Public Comment All Agencies: Code BROWN Issued on BCHD Transparency with the 5-Acre PUBLIC LAND Privatization Process

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Can those of us in Torrance stop this ?

On Thu, Nov 27, 2025 at 9:12 PM Stop BCHD <stop.bchd@gmail.com> wrote:

CODE BROWN: Transparency at BCHD is Brown and Cloudy

WILL BCHD BROWN-ZONES REPLACE BLUE ZONES AS THE DUMPING GROUND FOR TRUTH AND FULL DISCLOSURE?

BCHD issued its RFEOI (request for expressions of interest) to privatize 5 acres of the PUBLIC-purchased and PUBLIC-owned campus in June **with no public review** of the RFEOI document or its provisions. The only review was done by the GANG OF 7 - BCHD Board (Koo, Bholat), Executives (Lawson, Bakaly), Committee Members (Won, Williamson), and Volunteer (Fishman).

NO INDEPENDENT MEMBERS OF THE 120,000 RESIDENT-TAXPAYERS WERE ALLOWED IN THE PROCESS

THE SAME GANG OF 7 BCHD INSIDERS EVALUATED THE PROPOSALS AND REFUSED PUBLIC ACCESS

BCHD BOARD REFUSED TO RELEASE THE PROPOSALS UNTIL AFTER DARK ON NOVEMBER 14 - WITHHOLDING THEM FOR MONTHS AND AGAINST CPRA REQUESTS

BCHD APPROVED CONTRACTING WITH THE GANG OF 7s PREFERRED PRIVATE DEVELOPER AT THE NOVEMBER 19th MEETING - ONLY 3 BUSINESS DAYS LATER!

BCHD has demonstrated that it is NOT TRANSPARENT. It packs its processes with HIGHLY BIASED insiders, including EXECUTIVES THAT WILL DIRECTLY BENEFIT from the PRIVATIZATION OF THE CAMPUS through employment and likely through direct compensation from the RESIDENT-TAXPAYERS!

BCHD MUST BE 100% TRANSPARENT OR IMMEDIATELY STOP ANY ATTEMPT TO PRIVATIZE THE CAMPUS LAND FOR PRIVATE DEVELOPER USE



From: mc guerry <[redacted]
Sent: Wednesday, December 3, 2025 8:20 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please build the C/K line to Torrance

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Good Morning,

I ask you to support the Hybrid Alternative for the Metro C/K line to Torrance and to certify the Final EIR. Please vote to move this project along.

This line will be important for me personally. I have two adult children who do not drive, one out of choice and one due to medical issues. Also, I prefer to take public transportation. It is a challenge for us to get around the South Bay because the South Bay is such a transit desert. This line will help us to access the places we go to in Torrance.

Furthermore, this project will provide environmental and equity benefits for the South Bay and broader region. It will serve millions of users and over a million new riders. The overall vision will be to extend this line into Long Beach for even more connections. This line will provide convenient access to jobs, housing, the airport, and other destinations to these riders, many of whom are low income and without access to a personal vehicle. It is confounding that anyone would support giving this up because of a tiny number of homeowners.

Lastly, in regards to the vote of the Hermosa Beach City Council about this issue, I was in attendance and over 90% of the comments at the meeting from actual Hermosa Beach residents were in support of this project and for the Hybrid route. The Hermosa Beach City Council vote was against the wishes of its residents.

Thank you for your time,
MC Guerry
[redacted]

BCHD's Advisory Working Group WITH NO MEMBERS OF THE PUBLIC for the CAMPUS Privatization Proposals

BCHD refused to allow any public review of the Request for Expressions of Interest on Privatizing 5 Acres of the Publicly Purchased, Paid for, and Owned Campus land – REFUSED PUBLIC REVIEW!

BCHD's Board loaded up its "Working Group" with *NO MEMBERS OF THE PUBLIC* – ONLY BOARD, EXECUTIVES, COMMITTEE MEMBERS, AND VOLUNTEERS

Martha Koo, M.D.: BCHD Board Member
Michelle Bholat, M.D.: BCHD Board Member
Tom Bakaly: BCHD CEO
Kerianne Lawson: BCHD Chief Programs Officer
Howard Fishman: Former Hermosa Beach Mayor, BCHD Volunteer since 2019
Sunni Won: Technology Consultant, Admin BCHD Front Desk Volunteer & BCHD Community Health Committee Member
Amanda Williamson: Account Manager, BCHD Community Health Committee Member

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StopBCHD.com (StopBCHD@gmail.com) is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984.Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

From: Eleanor Mazzarella [redacted]@gmail.com>
Sent: Friday, November 28, 2025 1:55 PM
To: Board Clerk <BoardClerk@metro.net>; Metro, CLine <metrocline@metro.net>; davidl@southbaycities.org; annet@southbaycities.org
Subject: (EXTERNAL) Support for the Metro C line to Torrance

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Dear LA Metro and South Bay Cities COG Directors,

My name is Eleanor and I am a resident of Torrance. I am writing to express my strong support for the C/K Line Extension to Torrance and to urge you to certify the Final EIR for the Board-Selected Locally Preferred Hybrid Alternative. This thoughtful, fully grade-separated solution serves everyone—transit riders, bus riders, drivers, cyclists, and pedestrians—by upgrading the aging freight corridor to be both safer and quieter. It provides a fast, 15-minute ride from Redondo & Lawndale at the South Bay Galleria and 19-minute ride from Torrance to LAX, connects to two regional bus centers, and adds vital walking and biking paths.

The project will also link the South Bay and communities along the K Line and E Line for access to jobs, healthcare, sporting events, and education—boosting local economies and community connections. Critically, this alternative avoids the extra costs and significant approval hurdles from Caltrans and SCE facing the Hawthorne alignment. This project was promised to South Bay voters in Measure M nearly a decade ago; after years of fighting for it, we cannot afford to lose it. The Hybrid LPA meaningfully addresses community concerns while generating 15,000 jobs, attracting 1.5 million new riders, and remaining cost-effective and well-funded via Measure M, R, and state grants without requiring federal funds. I urge you to certify the C/K Line Extension to Torrance FEIR and advance the project without delay.

Sincerely,
[redacted]

From: Steven Takemoto <[redacted]@gmail.com>
Sent: Thursday, November 27, 2025 7:45 AM
To: Board Clerk <BoardClerk@metro.net>; Metro, CLine <metrocline@metro.net>; David Leger <davidl@southbaycities.org>; annet@southbaycities.org
Subject: (EXTERNAL) Metro C Line Extension to Torrance - SUPPORT

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Dear LA Metro and South Bay Cities COG Directors,

My name is Steve Takemoto and I am a resident of Redondo Beach. I am writing to express my strong support for the C/K Line Extension to Torrance and to urge you to certify the Final EIR for the Board-Selected Locally Preferred Hybrid Alternative.

I am amazed at how transit has transformed other parts of the region. Take for example, Little Tokyo. Compared to just a few years ago, now, every evening, lines of people wait for their reservation outside of countless restaurants. The number of visitors is more than 5x the parking capacity because of Metro.

In a similar way, I envision the C Line extension transforming the Artesia/Aviation corridor into a place with the Pier Avenue/Riviera Village vibe that is much more accessible because the Metro will alleviate the need for visitors to bring their cars.

The C Line Extension will not only provide the means for visitors to flock to new and happening restaurants in my neighborhood, it will open up countless opportunities for me and my neighbors to expand our horizons to the diverse communities across Los Angeles without having to worry about a DUI or the rising costs of an Uber.

This thoughtful, fully grade-separated solution serves everyone—transit riders, bus riders, drivers, cyclists, and pedestrians—by upgrading the aging freight corridor to be both safer and quieter. It provides a fast, 15-minute ride from Redondo & Lawndale at the South Bay Galleria and 19-minute ride from Torrance to LAX, connects to two regional bus centers, and adds vital walking and biking paths.

The project will also link the South Bay and communities along the K Line and E Line for access to jobs, healthcare, sporting events, and education—boosting local economies and community connections. Critically, this alternative avoids the extra costs and significant approval hurdles from Caltrans and SCE facing the Hawthorne alignment. This project was promised to South Bay voters in Measure M nearly a decade ago; after years of fighting for it, we cannot afford to

lose it. The Hybrid LPA meaningfully addresses community concerns while generating 15,000 jobs, attracting 1.5 million new riders, and remaining cost-effective and well-funded via Measure M, R, and state grants without requiring federal funds. I urge you to certify the C/K Line Extension to Torrance FEIR and advance the project without delay.

Sincerely,
Steve Takemoto
Recondo Beach, District 5

From: mc guerry <[redacted]
Sent: Wednesday, December 3, 2025 8:20 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please build the C/K line to Torrance

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Good Morning,

I ask you to support the Hybrid Alternative for the Metro C/K line to Torrance and to certify the Final EIR. Please vote to move this project along.

This line will be important for me personally. I have two adult children who do not drive, one out of choice and one due to medical issues. Also, I prefer to take public transportation. It is a challenge for us to get around the South Bay because the South Bay is such a transit desert. This line will help us to access the places we go to in Torrance.

Furthermore, this project will provide environmental and equity benefits for the South Bay and broader region. It will serve millions of users and over a million new riders. The overall vision will be to extend this line into Long Beach for even more connections. This line will provide convenient access to jobs, housing, the airport, and other destinations to these riders, many of whom are low income and without access to a personal vehicle. It is confounding that anyone would support giving this up because of a tiny number of homeowners.

Lastly, in regards to the vote of the Hermosa Beach City Council about this issue, I was in attendance and over 90% of the comments at the meeting from actual Hermosa Beach residents were in support of this project and for the Hybrid route. The Hermosa Beach City Council vote was against the wishes of its residents.

Thank you for your time,

[redacted]

From: Chris Tokita <c[redacted]@gmail.com>
Sent: Wednesday, November 26, 2025 2:31 PM
To: Board Clerk <BoardClerk@metro.net>; Metro, CLine <metrocline@metro.net>; davidl@southbaycities.org; annet@southbaycities.org
Cc: southbayforward@gmail.com; ayoon@bos.lacounty.gov; msanchez@bos.lacounty.gov; bfish@bos.lacounty.gov; vgomez@bos.lacounty.gov; fdutra@cityofwhittier.org; jbutts@cityofinglewood.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; mbohlke@sbcglobal.net; lisa@trifiletticonsulting.com; ThirdDistrict@bos.lacounty.gov; jdupontw@aol.com; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; anajarian@glendaleca.gov; mayor.helpdesk@lacity.org; councilmember.yaroslavsky@lacity.org; councilmember.padilla@lacity.org; info@timsandoval.com; Wiggins, Stephanie <WIGGINSS@metro.net>; jacki@southbaycities.org; cpimentel@elsegundo.org; cc.uphoff@lomitacity.com; rjackson@hermosabeach.gov; ntarnay@manhattanbeach.gov; Zein.Obagi@redondo.org; Isaiah Ford <iford@therobertgroup.com>; Brock Morgan <bmorgan@therobertgroup.com>
Subject: (EXTERNAL) Metro C Line Extension to Torrance - SUPPORT

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Dear LA Metro and South Bay Cities COG Directors,

My name is Chris Tokita, and I live in Sawtelle Japantown on Los Angeles's Westside (90025). I'm writing to express **my strong support for the C/K Line Extension to Torrance and to urge you to certify the Final EIR for the Board-Selected Hybrid Alternative**.

As an avid surfer and someone who loves the ocean, the South Bay has always held a special place in my life. Growing up on the other side of the city, I never had an accessible, car-free way to reach its beaches or communities. This extension would finally create that connection in a fast, affordable, and sustainable way.

Now, as a new father, the project feels even more meaningful. I want my daughter to grow up in a Los Angeles where she can move safely and independently, with real alternatives to driving. A fully grade-separated rail line linking the Westside, the South Bay, and LAX will help make our region more accessible and livable for her generation.

The Hybrid Alternative offers strong community benefits: safer and quieter infrastructure, quick travel times, links to major bus centers, and new walking and biking paths. It also avoids the significant cost and approval challenges of the Hawthorne alignment and remains well-funded through Measure M, Measure R, and state grants.

For a cleaner, safer, more connected future, I **urge you to certify the C/K Line Extension to Torrance FEIR** and advance this long-promised project without delay.

Sincerely,
Chris Tokita
[redacted]

From: Ginny Weinert <g[redacted]@gmail.com>
Sent: Wednesday, November 26, 2025 12:01 PM
To: Board Clerk <BoardClerk@metro.net>; Metro, CLine <metrocline@metro.net>; davidl@southbaycities.org; annet@southbaycities.org
Subject: (EXTERNAL) I Support the Train to Torrance

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Dear LA Metro and South Bay Cities COG Directors,

My name is Ginny and I am a resident of Lomita. I am writing to express my strong support for the C/K Line Extension to Torrance and to urge you to certify the Final EIR for the Board-Selected Locally Preferred Hybrid Alternative. This thoughtful, fully grade-separated solution serves everyone—transit riders, bus riders, drivers, cyclists, and pedestrians—by upgrading the aging freight corridor to be both safer and quieter. It provides a fast, 15-minute ride from Redondo.

Thank you for your time,
Ginny

From: Allen Natian <noreply@adv.actionnetwork.org>
Sent: Wednesday, December 3, 2025 12:33 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT for Metro C Line Extension to Torrance

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Board Clerk Board Clerk,

Honorable LA Metro and South Bay Cities COG Directors,

As a resident of the South Bay, I write to express my strong support for the C Line Extension to Torrance. I ask that you advance certification and approval of the Final EIR as soon as possible. The Hybrid Locally Preferred Alternative is a thoughtful, fully grade-separated solution that serves everyone—residents, transit riders, bus riders, drivers, cyclists, and pedestrians—by upgrading the aging freight corridor to be both safer and quieter. It provides a direct, under 20-minute ride from Redondo Beach and Torrance to LAX, connects to two regional bus centers, and adds vital walking and biking paths.

This project will link the South Bay and communities along the K Line and E Line with access to jobs, housing, healthcare, sporting events, and education—boosting local economies and community connections. Critically, this alternative avoids extra costs and significant approval hurdles from Caltrans and SCE facing the Hawthorne alignment. This project was promised to South Bay voters in Measure M nearly a decade ago; after years of fighting for it, we must champion and deliver it for the region. The project meaningfully addresses community concerns while generating 15,000 local jobs, attracting 1.5 million new riders, connecting downtown cores, and remaining cost-effective and well-funded via Measure M, R, and state grants without requiring federal funds. Please support and certify the C Line Extension to Torrance FEIR without delay.

Sincerely,

[redacted]
[redacted]

[redacted]
[redacted]

From: Adrian Dorsey <[redacted]@gmail.com>
Sent: Wednesday, December 3, 2025 12:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment for Dec 4 Board Meeting – Support for LinkUS and Concern About Vernon's Obstruction

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Dear Metro Board,

I am submitting this comment for the December 4 meeting. Recently, I rode Metro from Pomona North all the way to the South Bay — a long, multi-line trip that showed me both how far our region has come and how much more is possible. I felt real pride being able to make that journey by rail, something that would have been unimaginable years ago. But it also made clear that we are still missing the key piece that would turn Los Angeles into a truly world-class transit region: the LinkUS run-through tracks.

With run-through service, a Pomona → LAX/South Bay trip could be not just possible, but efficient, reliable, and competitive with driving. LinkUS is the project that unlocks this future.

I am concerned that the City of Vernon's obstruction over the Malabar Yard mitigation may delay or weaken this essential improvement. One small industrial city should not be able to slow a megaregional project that benefits millions of riders and lays the groundwork for real regional rail connectivity.

Please keep LinkUS moving forward and pursue mitigation solutions that maintain the full value of the project. My lived experience as a long-distance rider has convinced me that this upgrade is not theoretical — it is urgently needed.

Thank you for your time.

V/R,
Adrian Dorsey

From: Phil Hong <noreply@adv.actionnetwork.org>
Sent: Wednesday, December 3, 2025 2:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT for Metro C Line Extension to Torrance

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Board Clerk Board Clerk,

Honorable South Bay Cities COG and LA Metro Directors,

As a South Bay resident, I urge you to support and certify the Final EIR for the C Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a fully grade-separated, community-supported solution that modernizes an aging freight corridor, improves safety and noise conditions, and provides a direct under-20-minute ride from Redondo Beach and Torrance to LAX. It is supported by numerous businesses, organizations, and officials across the South Bay. It strengthens regional connections to jobs, housing, education, and communities along the K Line while improving first-last mile mobility. This project delivers on a Measure M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and the LPA will be fully competitive for additional state funding.

Nearly $1.4 billion is already secured—over 50% of total costs—putting it ahead of other Metro rail projects at FEIR certification. No major rail project is fully funded before EIR approval; certification is what unlocks additional grants and creates a shovel-ready project. Other Metro projects have advanced with far less funding in place, from Eastside Transit Corridor (45%) to Southeast Gateway Line (35%) to ESFV Light Rail (22%). The C Line Extension is well-positioned to receive additional state funding, and now is the time to

champion and advance it. Please advance the project without delay to serve the entire South Bay.

[redacted]
[redacted]

[redacted]
[redacted]

From: Alexander Le <noreply@adv.actionnetwork.org>
Sent: Wednesday, December 3, 2025 2:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT for Metro C Line Extension to Torrance

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Board Clerk Board Clerk,

Honorable South Bay Cities COG and LA Metro Directors,

As a resident of the South Bay, I write to express my strong support for the C Line Extension to Torrance. I ask that you advance certification and approval of the Final EIR as soon as possible. The Hybrid LPA refined in the Final EIR is a thoughtful, fully grade-separated solution that serves everyone—residents, transit riders, bus riders, drivers, cyclists, and pedestrians—by upgrading the aging freight corridor to be both safer and quieter. It provides a direct, under 20-minute ride from Redondo Beach and Torrance to LAX, connects to two regional bus centers, and adds vital walking and biking paths. Transit connects communities; it doesn't divide them. This project is no different, and it will be transformational for our region.

This project will link the South Bay and communities along the K Line, E Line, and C Line with access to jobs, housing, healthcare, sporting events, and education—boosting local economies and community connections. Critically, this alternative avoids extra costs and significant approval hurdles from Caltrans and SCE facing the Hawthorne alignment. This project was promised to South Bay voters in Measure M nearly a decade ago; after years of fighting for it, we must champion and deliver it for the region. The project meaningfully addresses community concerns while generating 15,000 local jobs, attracting 1.5 million new riders, connecting downtown cores, and remaining cost-effective and well-funded via Measure

M, R, and state grants without requiring federal funds. Please support and champion the C Line Extension to Torrance project for the benefit of the entire South Bay region.

Sincerely,

[redacted]
[redacted]

[redacted]
[redacted]

From: Kyle Richardson <noreply@adv.actionnetwork.org>
Sent: Wednesday, December 3, 2025 2:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT for Metro C Line Extension to Torrance

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Board Clerk Board Clerk,

Honorable South Bay Cities COG and LA Metro Directors,

As a South Bay resident, I urge you to support and certify the Final EIR for the C Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a fully grade-separated, community-supported solution that modernizes an aging freight corridor, improves safety and noise conditions, and provides a direct under-20-minute ride from Redondo Beach and Torrance to LAX. It is supported by numerous businesses, organizations, and officials across the South Bay. It strengthens regional connections to jobs, housing, education, and communities along the K Line while improving first-last mile mobility. This project delivers on a Measure M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective. The project has been studied for decades, with extensive refinement in the FEIR, and the LPA will be fully competitive for additional state funding.

Nearly $1.4 billion is already secured—over 50% of total costs—putting it ahead of other Metro rail projects at FEIR certification. No major rail project is fully funded before EIR approval; certification is what unlocks additional grants and creates a shovel-ready project. Other Metro projects have advanced with far less funding in place, from Eastside Transit Corridor (45%) to Southeast Gateway Line (35%) to ESFV Light Rail (22%). The C Line Extension is well-positioned to receive additional state funding, and now is the time to

champion and advance it. Please advance the project without delay to serve the entire South Bay.

The once bright future of automobiles is failing our communities. Roads are dangerous, citizens are disengaged from their communities, obesity, diabetes and depression have risen. Please stand and support alternatives to car use for our communities.

Check out @northtorrancebikebus to view young kids looking for an alternative to cars. ABC7 will be joining our ride on Friday (12/5). Let me know if you would like to join by our bike bus.

Kyle Richardson
[redacted]

Kyle Richardson
[redacted]

[redacted]

From: Rob Johnson <[redacted]@gmail.com>
Sent: Wednesday, December 3, 2025 2:48 PM
To: Board Clerk <BoardClerk@metro.net>; Metro, CLine <metrocline@metro.net>; davidl@southbaycities.org; annet@southbaycities.org
Subject: (EXTERNAL) Please support the Metro C Line Extension to Torrance

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I am a Torrance resident and home owner. Rail transit in the South Bay is long overdue. I live closest to LAX in my extended family. They think I am their airport shuttle. I long for the day I can take them to the transit center instead of driving them. Thank you and have a nice day.

Ross Johnson
[redacted]

From: Zein Obagi [redacted]@redondo.org>
Sent: Wednesday, December 3, 2025 2:50 PM
To: Rob Johnson <rundownrob@gmail.com>; Board Clerk <BoardClerk@metro.net>; Metro, CLine <metrocline@metro.net>; davidl@southbaycities.org; annet@southbaycities.org
Subject: (EXTERNAL) Re: Please support the Metro C Line Extension to Torrance

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Sure, down Hawthorne Bvld.

Zein E. Obagi, Jr.
[redacted]

REDONDO BEACH

From: Rob Johnson [redacted]@gmail.com>
Sent: Wednesday, December 3, 2025 2:48 PM
To: boardclerk@metro.net <boardclerk@metro.net>; greenlineextension@metro.net <greenlineextension@metro.net>; davidl@southbaycities.org <davidl@southbaycities.org>; annet@southbaycities.org <annet@southbaycities.org>
Subject: Please support the Metro C Line Extension to Torrance

You don't often get email from rundownrob@gmail.com. Learn why this is important
*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

I am a Torrance resident and home owner. Rail transit in the South Bay is long overdue. I live closest to LAX in my extended family. They think I am their airport shuttle. I long for the day I can take them to the transit center instead of driving them. Thank you and have a nice day.

Ross Johnson
Torrance, CA 90503

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From: Taelor Garcia <noreply@adv.actionnetwork.org>
Sent: Wednesday, December 3, 2025 2:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) In support of metro expansion

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Board Clerk Board Clerk,

Hello,

As someone who has grown up in Torrance, and has family who have grown up in Torrance, I as well as people in my family would love to see an expansion of any public transit in our community- especially one such as the C line. As someone who takes solely public transit, the accessibility here is abysmal. A 25 minute drive (granted, without traffic- which I will talk about later) to certain places takes me 2.5 hours through public transit because of the multiple transfers needed for me to get to certain places. With the C line expansion, these times would be drastically, drastically reduced.

As someone who is 24 years old, anecdotally, everybody I know and have met around my age wants to see better public transportation. The younger generation is especially fed up with traffic, the rising costs of gas, car insurance prices, and just the overall experience of driving. Driving is a necessity here, and as much as I wish that I could advocate for public transit as someone who solely takes it, it is hard to convince people otherwise because it is just not feasible. Oftentimes I wish I drove, but cannot afford to (and it's probably for the best- the few times I've drove I have realized that I am not the best driver LOL).

Decades ago we had trolley cars extensively, even in old Torrance. Why do we object to this now? Those who do are usually people who don't ride public transit anyways, but have an opinion on how things should be for those of us who do.

Overall, we are living in a drastically changing world, and it is one where people are angry at what could be that was never an option for us. The United States is severely lacking on our infrastructure, especially in regards to mobility. When we see other countries, they prioritize citizens and it shows through the freedoms they're afforded that we just simply don't have or got rid of (thanks General Motors for getting rid of our trolley system).

Thank you for your time, I hope you read through this whole thing and consider my thoughts.

Taelor

Taelor Garcia
[redacted]@gmail.com

[redacted]

From: Patrick T. Fallon [redacted]@gmail.com>
Sent: Wednesday, December 3, 2025 3:16 PM
To: Board Clerk <BoardClerk@metro.net>; Metro, CLine <metrocline@metro.net>; davidl@southbaycities.org; annet@southbaycities.org
Subject: (EXTERNAL) Metro Green Line C-K Line Extension to Torrance - SBCCOG Opposition of Hybrid ROW Option

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Good Afternoon,

I am writing to strongly urge the South Bay Cities Council of Governments (SBCCOG) and Metro Board to oppose the Metro Right of Way (ROW) Hybrid option and to not certify the FEIR.

This email is in support of the Green Line/C-Line/K-Line Hawthorne Blvd Alignment option.

I fully support the Hawthorne Blvd option because it would not further divide destroy neighborhood communities in Lawndale and Redondo Beach.

The Hawthorne Blvd option is also the most cost effective with the highest ridership projected by Metro. The Hawthorne Blvd option would be closer to El Camino College with better connection opportunities for students and community members, along with potential housing development opportunities under SB79 in the Galleria Mall area around the intersection of Hawthorne Blvd and Artesia.

The light rail train will have greater public visibility and awareness to help drive transit at this location also. The SBCCOG should instead offer support of the Hawthorne Blvd project option.

I want to see a high quality project built. I believe Improved public transit is a critical resource for Los Angeles County and Southern California and a key part of California State climate goals. It is important that this project be built correctly the first time and in a timely manner.

I regularly use the K-Line to/from LAX Airport, despite LAWA not yet opening the Automated People Mover.

The Hawthorne Blvd option will have wider community support from Lawndale and Redondo Beach neighbors - the area has already been divided by and continues to suffer environmental air quality harm from the 405 Freeway.

Metro has not fully addressed community safety concerns about construction impacts to oil aging pipelines under the ROW, movement of freight trains closer to homes, or the impact of dust, noise and vibrations, along with other environmental and safety hazards during construction and operation that have not been fully mitigated. Removing the green space in Lawndale means that this area could never

become a “rails to trails” project like wealthier areas in Hermosa or Manhattan Beach have benefited from.

Sincerely,
Patrick Fallon
[redacted]

[redacted]

From: Richard Janecki <noreply@adv.actionnetwork.org>
Sent: Wednesday, December 3, 2025 3:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) I support the Metro C Line Extension to Torrance

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Board Clerk Board Clerk,

Honorable South Bay Cities COG and LA Metro Directors,

As a resident of Redondo Beach, I am writing to express my strong support for the C Line Extension to Torrance. I ask that you advance certification and approval of the Final EIR as soon as possible. The Hybrid LPA refined in the Final EIR is a thoughtful, fully grade-separated solution that serves everyone—residents, transit riders, bus riders, drivers, cyclists, and pedestrians—by upgrading the aging freight corridor to be both safer and quieter. The planning process has endured that the concerns of local residents are accommodated as much as possible while meeting the human and environmental need for an extended Metro public transportation connection through Redondo Beach to Torrance. It provides a direct, under 20-minute ride from Redondo Beach and Torrance to LAX, connects to two regional bus centers, and adds vital walking and biking paths. Transit connects communities; it doesn't divide them. This project is no different, and it will be transformational for our region.

This project will link the South Bay and communities along the K Line, E Line, and C Line with access to jobs, housing, healthcare, sporting events, and education—boosting local economies and community connections. Critically, this alternative avoids extra costs and significant approval hurdles from Caltrans and SCE facing the Hawthorne alignment. This project was promised to South Bay voters in Measure M nearly a decade ago; after years of fighting for it, we must champion and deliver it for the region. The project meaningfully addresses community concerns while generating 15,000 local jobs, attracting 1.5 million new

riders, connecting downtown cores, and remaining cost-effective and well-funded via Measure M, R, and state grants without requiring federal funds.

Please support and champion the C Line Extension to Torrance project for the benefit of the entire South Bay region.

Sincerely,

[redacted]

From: Christopher Truman <noreply@adv.actionnetwork.org>
Sent: Wednesday, December 3, 2025 1:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT for Metro C Line Extension to Torrance

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Board Clerk Board Clerk,

Honorable LA Metro and South Bay Cities COG Directors,

As a South Bay resident, I urge you to support and certify the Final EIR for the C Line Extension to Torrance. The Hybrid Locally Preferred Alternative is a fully grade-separated, community-supported solution that modernizes an aging freight corridor, improves safety and noise conditions, and provides a direct under-20-minute ride from Redondo Beach and Torrance to LAX. It is supported by numerous businesses, organizations, and officials across the South Bay. It strengthens regional connections to jobs, housing, education, and communities along the K Line while improving first-last mile mobility. This project delivers on a Measure M promise, addresses community concerns, and brings 15,000 jobs and 1.5 million new riders to the region while remaining highly cost-effective.

Nearly $1.4 billion is already secured—over 50% of total costs—putting it ahead of other Metro rail projects at FEIR certification. Cost increases reflect inflation and global market pressures, not mismanagement. No major rail project is fully funded before EIR approval; certification is what unlocks additional grants and creates a shovel-ready project. Other Metro projects have advanced with far less funding in place, from Eastside Transit Corridor (45%) to Southeast Gateway Line (35%) to ESFV Light Rail (22%). The C Line Extension is well-positioned to receive additional state funding, and now is the time to champion and advance it. Please advance the project without delay to serve the South Bay.

Christopher Truman
[redacted]
[redacted]
[redacted]

From: Devon Hollowood <noreply@adv.actionnetwork.org>
Sent: Wednesday, December 3, 2025 12:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT for Metro C Line Extension to Torrance

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Board Clerk Board Clerk,

Honorable LA Metro and South Bay Cities COG Directors,

As a resident of North Redondo Beach, I write to express my strong support for the C Line Extension to Torrance. I ask that you advance certification and approval of the Final EIR as soon as possible. The Hybrid Locally Preferred Alternative is a thoughtful, fully grade-separated solution that serves everyone—residents, transit riders, bus riders, drivers, cyclists, and pedestrians—by upgrading the aging freight corridor to be both safer and quieter. It provides a direct, under 20-minute ride from Redondo Beach and Torrance to LAX, connects to two regional bus centers, and adds vital walking and biking paths. Please, make it so that your constituents never need to drive around the loop at LAX again!

This project will link the South Bay and communities along the K Line and E Line with access to jobs, housing, healthcare, sporting events, and education—boosting local economies and community connections. Critically, this alternative avoids extra costs and significant approval hurdles from Caltrans and SCE facing the Hawthorne alignment. This project was promised to South Bay voters in Measure M nearly a decade ago; after years of fighting for it, we must champion and deliver it for the region. The project meaningfully addresses community concerns while generating 15,000 local jobs, attracting 1.5 million new riders, connecting downtown cores, and remaining cost-effective and well-funded via Measure M, R, and state

grants without requiring federal funds. Please support and certify the C Line Extension to Torrance FEIR without delay.

Sincerely,

[redacted]

From: Rich Windisch <[redacted]@gmail.com>
Sent: Wednesday, December 3, 2025 4:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Subject Line - FILE# 2025-1023 General Public Comment - Enforce The Fares

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Dear Members of the Metro Board,

I'm writing both as an employee of the City of Los Angeles and as a DTLA Resident of the past 10+ years Angeleno who wants a transit system that is safe, clean, and reliable for the people who depend on it every day. Today nearly **46% of riders enter without paying**—about **12 million unpaid boardings each month**. Despite having **200 Transit Security Officers**, Metro issues **fewer than 10 citations a day**, meaning fare enforcement has effectively been suspended since the pandemic without any public Board decision. This has helped drive Metro's farebox recovery from **25% down to 7%**, even though adjusting fares for inflation and restoring enforcement could generate **$176 million more annually**—enough to increase bus service by 12–15% or bring back frequent evening rail service.

This is also a safety issue. **Over 90% of crimes on Metro are committed by riders who have not paid**, and no security force can respond to crimes in real time across the system. What *does* work is deterrence. Before 2017, LASD easily checked around **20,000 TAP cards a day** with just 108 dedicated staff, keeping fare evasion in the single digits. Metro could achieve the same goal today by asking each TSO to perform roughly **140 inspections per shift**.

Equity arguments should support enforcement, not undermine it. Everyone making under **$53,000 already receives 20 free rides a month**, and citations do **not** create criminal records. Metro also has the authority to offer community service. Right now, an unsecure system disproportionately harms low-income riders who rely on it most. And Metro's own surveys show that riders consistently prioritize safety, cleanliness, and functioning security over almost anything else—they are asking the Board to fix this.

Proof-of-payment with citations is the global standard, and Metro already has the staff and legal authority to reinstate it immediately. Please restore systematic, unbiased fare enforcement so that paying the fare—and respecting the system—once again becomes the norm. That's how we create the safe, functional, and well-funded transit system working Angelenos deserve. It is important that the Metro system is able to serve Angelenos from

all backgrounds; getting to the point where riders are from different socioeconomic backgrounds and use the system not as a necessity, but because it is a convenient and reliable option, is extremely important. Shifting the culture around public transportation prior to the Olympics is key in order for the Olympics and World Cup events to go smoothly.

Thank you for your attention and leadership.

Sincerely,

[redacted]

From: Steve M [redacted]@gmail.com>
Sent: Wednesday, December 3, 2025 1:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FILE# 2025-1023 General Public Comment - Please Fix the Fare Enforcement Problem on Metro

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Dear Honorable Metro Board Members,

I'm writing because I ride Metro regularly, and I've watched the system change in ways that don't feel good for riders. At this point almost half the people getting on aren't paying—about 46%, or 12 million unpaid boardings every month. And somehow, with 200 Transit Security Officers, Metro is giving out fewer than ten citations a day. To most of us who use the system, it looks like fare enforcement just quietly disappeared during the pandemic and never came back.

This has real consequences. Metro's fare revenue has dropped to a tiny fraction of what it once was—7% instead of 25%—and that's money that could be going into more frequent bus service or bringing back normal evening rail schedules. If Metro simply updated fares for inflation and enforced them again, it could gain roughly $176 million a year. That's not pocket change; it's the difference between a system people trust and one they avoid.

Safety is tied directly to this. Over 90% of crimes on Metro are committed by people who didn't pay the fare. No amount of security staffing can chase down every incident as it happens, but having actual fare inspections creates deterrence. Before 2017, LASD was checking around 20,000 TAP cards daily, and fare evasion stayed low. Metro could hit that same level again—about 140 inspections per officer per shift.

And this isn't about punishing low-income riders. Anyone making under $53,000 already gets 20 free rides a month, and citations don't create criminal records. Metro can even offer community service in place of fines. What's inequitable is the current reality: people who rely on transit the most are forced into an environment that doesn't feel safe or predictable.

Metro surveys show riders are asking --loudly-- for safety, cleanliness, and security that actually works. These things aren't luxuries. They're the baseline of a transit system people can rely on.

Please bring back real, consistent fare enforcement. Metro already has the staff and the authority to do it now. Riders deserve a system with rules that are actually followed and a level of safety that lets us travel without anxiety.

Thank you for listening.

Sincerely,
Steven Massey
[redacted]

[redacted]

From: Michael Karric [redacted]@gmail.com>
Sent: Wednesday, December 3, 2025 4:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) FILE# 2025-1023 General Public Comment - Fare Enforcement

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To the Members of the Metro Board,

I am a father of 3 young children. I willingly take the metro every week from my home in Beverly Hills to my work in Little Tokyo.

When people ask me if I recommend riding the metro downtown I tell them this, "yes, but only during busy hours and also keep your head on a swivel".

I have seen people with open knives, people with obvious mental health issues, people sleeping on the metro and using it as a shelter and people defecating in our trains. **Most of the time, the people displaying this kind of behavior are not paying to be on the system, they are using the system as a shelter.**

The pandemic showed that in LA when fares became free that our transit system moved from a transportation system to a shelter system. And we obviously need shelter but is it fair to burden our most equitable and climate friendly transportation system with that role? I think no.

As the Purple line looks to soon extend into the westside, we need to convince people that the metro is worth taking, that it is safe, reliable and comfortable. At this moment in time we need ridership but we also need trust from the public.

My neighbors think I am legitimately crazy for willingly taking the metro, they are all in awe that I am still alive. Statistically, I am much safer than they are but the perception of safety is important and adding fare gates and restoring a proof-of-payment system will benefit everyone. **Please make the metro something I can feel good about taking my children on and something I can feel good about recommending to my neighbors by restoring fare enforcement.**

Thank you,

Michael Karric

[redacted]

December 2025 RBM Public Comment – Item 5

From: Leon Gu <[redacted]@email.ucr.edu>
Sent: Tuesday, December 2, 2025 1:13 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 12/04/2025 Regular Metro Board Meeting Agenda #2025-0842 Public Comment

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Subject: WESTBOUND STATE ROUTE 91 - ALONDRA TO SHOEMAKER IMPROVEMENT PROJECT
Agenda Item #2025-0842

I implore the Planning and Programming Committee to reconsider the recommendations to Agenda Item #2025-0842 made during the November 19, 2025 Regular Metro Board meeting approving of the Westbound State Route 91 - Alondra to Shoemaker Improvement Project. The planned widening of the already heavily-used corridor will induce further demand and negate the purported benefits mentioned in the proposal. Reputed city planner Jeff Speck has called induced demand "the great intellectual black hole in city planning, the one professional certainty that every thoughtful person seems to acknowledge, yet almost no one is willing to act upon," (2012).

The planned widening of the State Route 91 between Alondra and Shoemaker will encourage vehicular use and traffic rather than address the issue of traffic. Rather than investing finite financial resources towards public transportation and facilitating community-first sustainable transportation options, the Metro Board instead chooses to focus finite resources on unsustainable options that harm local communities and ignore road maintenance of existing roadways. With the upcoming 2026 World Cup and 2028 Summer Olympics, investing the Project funds into frequent, reliable transit connections between Los Angeles, Orange, and Riverside counties, such as intercity rail and bus services, can greatly benefit local communities and commuters in reducing socioeconomic and physical health stressors through increased transit connectivity and reduced car dependence.

Ken Wakita
5500 Ackerfield Ave. Unit 308
Long Beach, CA 90805

November 23, 2025

City of Whittier Councilmember Fernando Dutra
(as Metro Board Chair)
13230 Penn Street
Whittier, CA 90602

Supervisor Janice Hahn - LACBoS 4th District
1401 E. Willow St., 2nd Floor
Signal Hill, CA 90755

Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

RE: **2025-0953 Los Angeles Aerial Rapid Transit Environmental Impact Report (Dodgers gondola)**
YES (AND ALSO CONSIDER THE BENEFITS & POSSIBILITIES FOR METRO)

I am writing to all the elected officials who represent my area on the Metro Board, to **SUPPORT** the LA-ART, also known as the "Dodger Stadium gondola."

I understand the concerns with some members of Metro and the City of LA that this is not the answer and that there needs to be more done. However, please consider the following:

1. This is going to be built by private funds and no taxpayer dollars will be used
2. Trees will be replanted in a 4:1 ratio on their dime so it's a win overall
3. **There is an opportunity here for Metro to gain something that will help fund Dodger Stadium Express and perhaps even more future transportation alternatives to Dodger Stadium.**

I would like to focus on the third part. One of the concerns raised by Supervisor Hahn was that she wanted more consideration to expanding Dodger Stadium Express (DSE) and have the Dodgers help fund them. I agree with that also. However, I would consider that the supporting both the gondola and the DSE can be mutual with the right approach.

Consider the following proposal:

- Metro currently has lots of old, used turnstiles as they are replacing with the newer fare gates. That means Metro can "donate" these older turnstiles to the gondola project to help the gondola save costs.
- By donating these old turnstiles, the gondola then can be integrated into our TAP system and since these turnstiles can also read QR codes, that can also be done should the gondola decide to use a QR code system like Metrolink does.
- In return, Metro can strike a deal with the gondola project to ask for a "profit sharing" proposal where a small percentage of gondola fares can go back to Metro to help fund the DSE and future projects to Dodger Stadium, such as bus lanes, perhaps even a future subway station. If the non-profit Angel's Flight can be part of our TAP card system, I don't see why not a privately funded/operated Dodger gondola cannot either.
- Since the gondola is a private project, we can also test the idea of whether our TAP system can handle a potential move to distance based fares. For example, will there be a difference between fares from

Alameda station to Dodger Stadium Station as opposed to the shorter Chinatown/State Park Station to Dodger Stadium Station? (see attached map)

These ideas are definitely worth looking into as a proposal to help bring another "fun and unique" way to get around to LA. Furthermore, if the water taxi proposal supported by Supervisor Hahn is a "fun and unique" way to get around, I don't see why not a gondola shouldn't be either. Rather, I'd like to even see the water taxi proposal not just be between San Pedro and Long Beach, but to other places in LA. I would even love to see a LAX air-to-ferry port being built at Dockweiler State Beach where we can help reduce the need for small commuter regional jets at LAX to places like SBA and SAN and instead be replaced with LAX plane to connecting turbojet fast ferries between Santa Barbara and San Diego. Face it, California High Speed Rail isn't going to be built in Southern California for decades, and even if it did, it still will not go near LAX, so a turbojet fast ferry option that can seat 300-400 passengers should be explored to link nearby cities that can help reduce the need of those commuter regional jets to places like Santa Barbara and San Diego.

However, going back to the water taxi and the gondola, I believe both should be added into our transit system, both also integrated into our TAP system, which would help create jobs and new unique markets that help define the character of LA that we're not afraid to try and do new things.

But if we say no to these things, we will also lose these opportunities like TAP integration, profit sharing, and bringing in added long term funding that will help strengthen existing and future transit projects.

Summary:

- Consider donating our older turnstiles to the gondola as we replace them with the newer faregates
- Consider integrating the Dodger gondola into our TAP system
- Consider working out a deal that with the above in exchange, Metro can receive a small percentage of revenues that will help fund Dodger Stadium Express and other future projects to Dodger Stadium

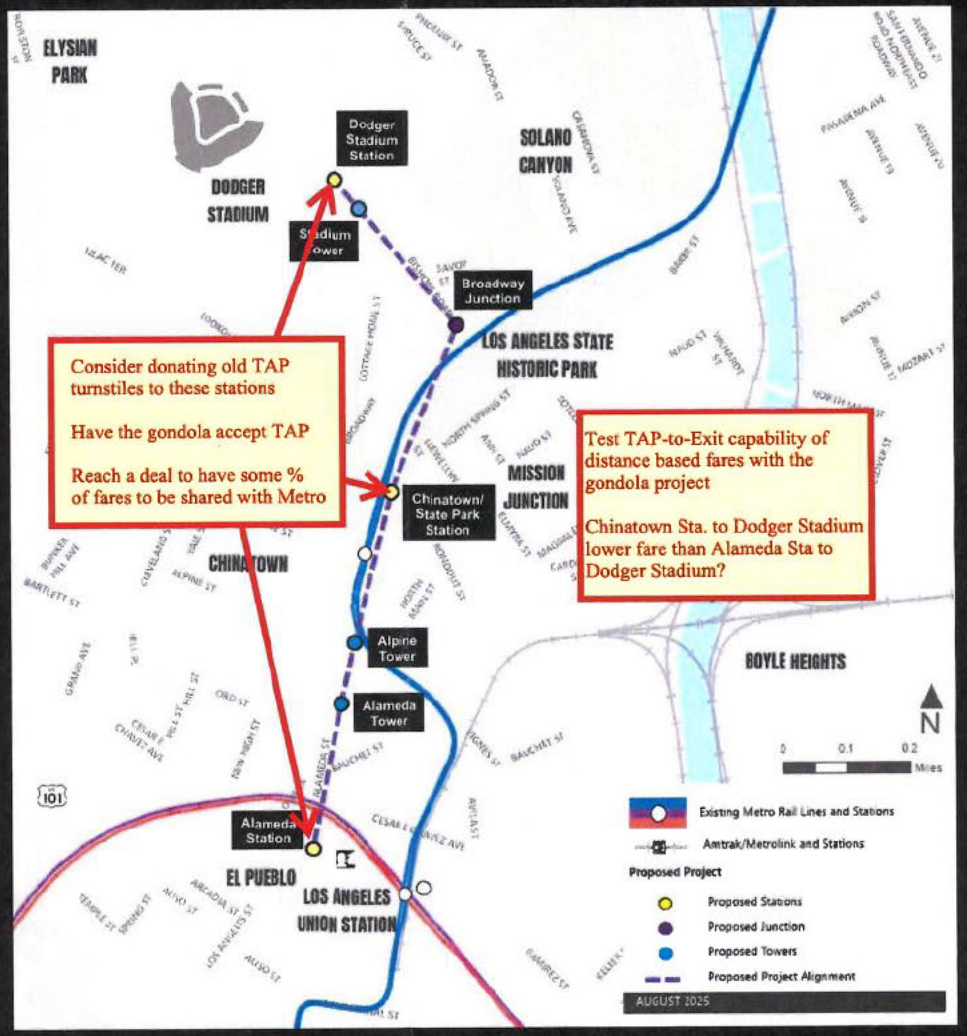
Anything can be worked out, such as what that percentage is or how long this relationship will be, etc. But we can't do these things if we say no to it. Let's make some compromise and look farther ahead to what long term opportunities and partnerships can be made between Metro and the gondola. And if this becomes successful, perhaps this can help convince other private industries and sports teams to work with Metro with other projects such as the Downtown LA Streetcar and the Inglewood Tram.

Regards,

Ken Wakita
City of Long Beach taxpayer
LA Metro rider

Proposed Project

- Permanent **zero-emission, fully ADA accessible** transit connection from Union Station to Dodger Stadium and Elysian Park via a 1.2-mile "3S" aerial gondola system
- 7-minute travel time with a max speed of 13.4 mph; 53 cabins in service at maximum capacity
- Approximately 5,000 people per hour per direction (headways of 23 seconds and approximately 30-40 people per cabin), similar to other mass transit gondolas around the world.
- Design Option A – Adjusts location of Dodger Stadium Station so that the Project would not be over any single-family residential property



Metro

LEITNER POMA

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(970) 241-4442 • FAX (970) 241-3023 • www.leitner-poma.com

We Move People

LEITNER-POMA OF AMERICA, INC.

12/03/2025

To: LA Metro Board of Directors

Re: Los Angeles Aerial Rapid Transit Project

We would like to express our enthusiastic support for the proposed LA ART gondola system connecting Los Angeles Union Station and Dodger Stadium.

Leitner Poma has extensive experience as a manufacturer, as an operator, and investor in the cable-hauled mass transit sector (both for mountain and urban environments). We feel confident that the Los Angeles Aerial Rapid Transit (LA ART) project would substantially enhance the safety and the reliability of public transit throughout the area, while improving the sustainability of public mass transit and delivering among the lowest cost per mile metrics in the transit sector. Furthermore, a gondola system is the **safest** and **most reliable** public transportation system for the route.

Across our approximately 80 urban ropeways built worldwide, we have never experienced any major accidents nor vertical evacuations.

Gondola systems are extremely reliable, as the closed-loop system guarantees delay-free transportation on a uniform schedule with minimal wait times. Moreover, 3S (tri-cable) ropeways are designed for high passenger capacities allowing for hassle-free peak day/hour transportation as well as during busy game days or events at Dodger Stadium.

Leitner-Poma has more than a century of experience in the cable transportation field, with more than 11,000 ropeways manufactured and installed worldwide, across ski resorts, entertainment, and urban settings. We have pioneered gondolas to be used for public transportation, with approximately 80 systems built across the world, including:

- Roosevelt Island Tramway in NYC
- Teleo 3S in Toulouse
- Cablebùs 2 in Mexico City
- Metrocable lines in Medellin

In closing, we think the LA ART project would be a significant benefit to Los Angeles's transit network and would position Los Angeles as an innovator in first / last mile transit connections. This project provides a proof of concept for LA Metro to consider new and alternative transit modes, and positions Los Angeles to lead the shift toward a more efficient and sustainable zero emissions future.

Sincerely,

[redacted]

Daren Cole
President & CEO - Leitner-Poma of America, Inc.

425 North Los Angeles Street | Los Angeles, CA 90012 | Tel: 213 485-8484 | camla.org



CHINESE AMERICAN MUSEUM
華美博物館

November 19, 2025

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, California 90012

RE: Chinatown and FCAM Leader Supports the LA ART Gondola Project

Dear Board Chair Dutra and Members of the Metro Board:

As one of Los Angeles' leading voices for cultural preservation and education, I am writing to express strong support for the Los Angeles Aerial Rapid Transit (LA ART) Project. As Board Chair of the Friends of the Chinese American Museum (FCAM), I view this project as a vital opportunity to strengthen connections between communities, heritage, and progress across our city.

The Chinese American Museum (CAM), located in El Pueblo de Los Angeles Historical Monument, tells the story of one of Los Angeles' founding communities and its lasting contributions to California and the nation. The LA ART project strongly supports CAM's mission to connect people with heritage, place, and progress. By linking Union Station, Chinatown, and Dodger Stadium, LA ART will create a physical connection among some of the city's most historic sites. It will also provide residents and visitors with a new way to experience neighborhoods that reflect Los Angeles' history, such as El Pueblo, Chinatown, and Los Angeles State Historic Park.

- **Cultural Gateway** – this project enhances access to Los Angeles' most iconic historic and cultural sites, including the Chinese American Museum, creating new opportunities for engagement and understanding among generations

- **Sustainability and Mobility** – LA ART's zero-emission design supports Metro's long-term goals for clean, efficient transportation and complements broader city efforts to reduce congestion, improve air quality, and promote environmentally responsible travel

- **Community Vitality** – the project's support for pedestrian access, public art, and educational partnerships will strengthen local neighborhoods and ensure that the benefits of progress are shared broadly across Los Angeles

FCAM is dedicated to collaborating with Metro and community partners to guarantee that this project embodies the voices, history, and aspirations of the affected communities. I respectfully urge Metro to certify the SEIR and advance the LA ART project, confident that it will serve as a bridge, connecting destinations, people, and generations throughout Los Angeles.

[redacted]

Gay Q. Yuen, Ph.D. Board Chair,
Friends of the Chinese American Museum

HUGO SOTO-MARTINEZ
Councilmember, Thirteenth District

December 3, 2025

Los Angeles County Metropolitan Transportation Authority
Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Re: Item 16: LOS ANGELES AERIAL RAPID TRANSIT ENVIRONMENTAL IMPACT REPORT

Dear Chair and Members of the Metro Board,

As City Councilmember for the Thirteenth District of the City of Los Angeles, representing parts of Echo Park and Elysian Park, I write in opposition to Item 16, the Environmental Impact Report for the Los Angeles Aerial Rapid Transit project.

The Los Angeles City Council has already adopted a resolution opposing certification of this EIR, and I'd like to briefly outline the reasoning behind my opposition.

First, we need to center the voices of the communities who live around this project. The residents of Chinatown, Solano Canyon, Echo Park, and Elysian Park have been clear about their concerns. I'm here alongside Councilmembers Jurado and Hernandez, who represent these neighborhoods directly and have expressed the same. We have a duty to listen to them.

We also can't ignore the context that shapes how these neighborhoods view large projects. Places like Chávez Ravine remind us what happens when government decisions advance private interests at the expense of working-class communities. Our residents should be skeptical when public land and public resources are proposed for a privately driven concept.

This painful history is critical here, because I am not opposed to public transit. I am not opposed to improving the speed and safety of visitors to Dodger Stadium. And I am not opposed to gondolas.

What I'm opposed to is the way this private transit project has had its path smoothed. A wealthy individual proposed a project that will only benefit a tiny fraction of gameday attendees using private transit. Then, we suddenly see individuals willing to flex their political capital to skip steps in review, impact public lands, and further concentrate effects on residents in historically marginalized communities.

CITY HALL • 200 N. Spring Street • Room 480 • Los Angeles, CA 90012 • (213) 473 - 7013 •
Councilmember.Soto-Martinez@lacity.org

HUGO SOTO-MARTINEZ
Councilmember, Thirteenth District

Every major project requires staff time, public attention, and political bandwidth. Focusing our limited resources on a private proposal with narrow ridership comes at the expense of investments that would serve residents every day:

- safer walking routes between Union Station and Elysian Park,
- multimodal improvements along Sunset and Cesar Chavez,
- transit upgrades that improve reliability for the entire community.

For these reasons, I respectfully ask the Board to deny certification of the EIR and to prioritize transit solutions that deliver broad, equitable benefits to the communities we all serve. Thank you for your consideration.

Sincerely,

[redacted]

Hugo Soto-Martinez

Los Angeles City Councilmember for the Thirteenth District
200 N Spring St, Ste. 480, Los Angeles, CA 90012

Ironworkers Local 433

International Association of Bridge, Structural &
Ornamental Iron Workers A.F.L.-C.I.O.
Established 1929

17495 HURLEY STREET EAST CITY OF INDUSTRY, CALIFORNIA 91744

PHONE: (626) 964-2500
FAX: (626) 964-1754
paul@ironworkers433.org

PAUL R. MORENO
President
Business Agent

November 20, 2025

To Whom It May Concern,

On behalf of the Ironworkers Local 433, we are proud to express our strong support for the **(Item 16) Los Angeles Aerial Rapid Transit Project (ART).** This transformative initiative represents not only a major advancement in sustainable transportation for our city, but also a significant opportunity to create good-paying jobs and strengthen our local economy.

Ironworkers have long been at the forefront of safe, resilient buildings, and iconic infrastructure across Los Angeles. Our members bring unmatched skill, dedication, and experience to projects that shape the future of our communities. The Aerial Rapid Transit Project will benefit from our expertise in steel erection, structural safety, and precision construction—ensuring that this ambitious vision is realized to the highest standards.

Beyond the technical aspects, this project embodies values we share reducing congestion, improving air quality, and connecting residents and visitors to the heart of Los Angeles. We are committed to working collaboratively with project leaders, city officials, and community stakeholders to ensure its success.

We urge your full support of the Los Angeles Aerial Rapid Transit Project and stand ready to contribute our workforce to make this vision a reality.

Sincerely,

[redacted]

Paul Moreno
President/Business Agent
Ironworkers Local 433

International Association of
Bridge, Structural, Ornamental, and Reinforcing Ironworkers
Local Union 416

November 20, 2025

Subject: Support for the Aerial Transit Project

Good afternoon,

My name is Tyler Byrd, and I serve as President of the Ironworkers, representing more than 3,200 members, including 600 apprentices. I am writing to express our strong support for the Aerial Transit Project.

As with many LPAs and CWAs in our region, this project will provide meaningful employment opportunities for a significant number of our members who live in the surrounding community. Our workforce takes great pride in building the projects that shape the places where they live, shop, and raise their families.

We look forward to contributing to the success of this project and to many others like it in the future.

Thank you for your time and consideration.

Sincerely,

[redacted]

Tyler Byrd
President/Business Agent

13830 San Antonio Dr., Norwalk, CA 90650 • (562) 868-1251
960 Wigwam Pkwy., Suite 130, Henderson, NV 89014 • (702) 434-7416
www.ironworkers416.org

LAW OFFICE OF JOHN P. GIVEN
2309 Santa Monica Blvd., #438
Santa Monica, CA 90404
john@johngivenlaw.com
(310) 471-8485

December 3, 2025

By email only to: ***LAART@metro.net*** and ***BoardClerk@metro.net***

Metro Board of Directors
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

RE: Comment on Final Supplemental EIR and Related Project Documents
Los Angeles Aerial Rapid Transit Project (SCH # 32020100007)
Metro Dec. 4, 2025, Regular Board Meeting, Agenda Item 16 – AGAINST

Honorable Metro Board Members:

This comment letter on the Final Supplemental Environmental Impact Report (*Final SEIR or FSEIR*) and other recently released documents associated with the Los Angeles Aerial Rapid Transit Project (*Project*) is submitted on behalf of Los Angeles Parks Alliance (*LAPA*). LAPA adopts and incorporates by reference all comments and objections raised by others during the entire administrative process for the environmental review and related approvals before the Los Angeles County Metropolitan Transportation Authority (*Metro*) for the Project.

LAPA urges the Metro board to set aside the Project EIR and previous approvals, to reject certification of the EIR as supplemented, and to deny all Project approvals.

Metro's cursory process evidences a precommitment to Project approval.

LAPA objects to the process by which Metro has hastily pushed re-consideration of the Project's inadequate environmental review through its decision-making machinery, which strongly evinces Metro's precommitment to approving the Project's environmental review document. Not even a week after the comment period on its Draft SEIR had closed on November 13, 2025, with more than 950 written comments and 89 public meeting comments (FSEIR, p. 7), Metro published its Final SEIR with responses to most of these comments the afternoon of November 19, 2025. LAPA received notice through counsel at 3:25pm.[1]

[1] See Exhibit 1.

The item was scheduled for consideration by Metro's Executive Management Committee the very next morning (November 20) at 11am. Per Metro's hearing rules provided on the committee agenda, written submissions from the public were to be provided no later than 5pm the afternoon of November 19. No interested person or entity, including LAPA, could reasonably be thought to have sufficient time to both review the 215-page Final SEIR and then provide a written comment to the Executive Management Committee on the item before the 5pm deadline, or even sufficient time to craft meaningful comments on the Project documentation the next morning.

Not that the committee appeared to be seeking meaningful comments: the Executive Management Committee Chair provided only 30 seconds per person to each commenter, barely enough time for speakers to state their name and whether they were generally for or against the project. Metro's own policy is to provide a 30-day period for review of its written responses and final environmental documents, but conveniently and unconvincingly claims that policy does not apply to its review of the Project. (FSEIR, pp. 80-81.) Nowhere in Metro's online policy does Metro explain it applies only to projects with a joint state and federal environmental review processes that utilize both an EIR and EIS.[2]

Metro ignores the Court's order to set aside project approvals and is simply re-approving the existing EIR with inadequate supplemental review.

As previously discussed, Metro trades on the fiction that the Court of Appeal affirmed the trial court's original judgment in part, stating numerous times that "the Court of Appeal affirmed in part and reversed in part the Superior Court's judgment." (DSEIR, p. 3; see LAPA DSEIR comment letter, pp. 2-4.) But the Court did nothing of the sort—the word "affirmed" and the phrases "affirmed in part" and "reversed in part" are not found anywhere in the Court of Appeal's decision. The FSEIR doubles down on this false narrative and explains away the grossly misleading language as somehow helpful to the public: "This phrasing reflects the practical outcome of the litigation and summarizes the decision in a way that is *clear and accessible to the general public.*" (FSEIR, p. 30.) This linguistic gamesmanship is the sort of up-is-down double-speak that significantly undermines public trust and confidence in Metro's decision-making process.

As our Supreme Court has held:

> The EIR is… intended "to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action." [Citations.] Because the EIR must be certified or rejected by public officials, it is a

[2] Metro, *Environmental Review*, available at: https://www.metro.net/about/environmentalreview/.

> document of accountability. If CEQA is scrupulously followed, the public will know the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees. [Citations.] The EIR process protects not only the environment but also informed self-government.
> (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 392.)

Metro's prevarications evidence an effort to limit the scope of comments considered on the Final SEIR, but neither the Court of Appeal nor the trial court on remand provided an order permitting Metro to use a so-called limited writ.

Metro's administrative process likewise misconstrues the direction of the Court of Appeal and the judgment recently entered in both the *LAPA v. Metro* and *TCE v. Metro* cases. As agendas for the November 20, 2025, Executive Management Committee hearing and the December 4, 2025, regular board hearing show, Metro's process will, in one vote, set aside the previously certified EIR and related approvals and in the very same instant re-approve the same document as supplemented by the inadequate Final Supplemental EIR. Not for one moment will the previous EIR and approvals have been set aside.

LAPA objects to Metro's procedural gamesmanship, which is further evidence of its precommitment to approve the Project.

Metro's Executive Management Committee recommended Project approval without considering all public comments or Project documents, including newly proposed mitigations from responding public agencies.

Metro's FSEIR did not respond to five public comment letters. Citing (but not explaining) "technological issues" Metro published an "Errata to the Final Supplemental Environmental Impact Report" late in the afternoon on November 24 to provide the written responses mandated by CEQA Guidelines section 15088(a).[3] This was well *after* the Executive Management Committee considered and voted on the item on November 20, meaning neither they nor interested members of the public had the opportunity to review the comments or Metro's required responses to them.

[3] Errata to the Final Supplemental Environmental Impact Report (*FSEIR Errata*), p. 1. See Exhibit 2 (email notice to LAUSD).

The final comment letters addressed in the FSEIR include two from public agencies: Los Angeles Unified School District's Office of Environmental Health, and Safety, and Los Angeles City Councilmember Ysabel Jurado (Council District 14). The LAUSD letter provided a list of comprehensive concerns regarding environmental effects on students and residents and made specific recommendations to mitigate these effects. (FSEIR Errata, pp. 19-22.) Metro's response shockingly criticizes LAUSD for not previously participating in the environmental review process for the Project and then repeatedly declares LAUSD's comments are "Outside the Scope of the SEIR." (*Id*., pp. 2, 5, 7, 8, 10.)

LAPA and others have elsewhere strongly criticized Metro's contention that the Court of Appeal decision calls for a so-called limited writ that "affirmed in part and reversed in part" the original trial court judgment. The Court did no such thing. These words do not appear in the Court of Appeal's opinion, nor do they appear in the new judgment issued by the trial court in either of the cases that caused the EIR to be set aside). Metro's claim that "[t]he Draft SEIR does not reopen the underlying environmental analyses for topics such as air quality, hazards, transportation, or general noise impacts" is simply wrong. The original EIR was ordered to be set aside, opening the entirety of the environmental review process to new comments from interested agencies and members of the public. LAUSD's comments are not late and not outside the scope of supplemental review. Metro's failure to seriously consider LAUSD's proffered mitigations to reduce impacts to students is outrageous and unlawful.

Likewise, comments from Councilmember Ysabel Jurado (FSEIR Errata, pp. 23-24) are also brushed aside as "Outside the Scope of the SEIR." (*Id*., pp. 11, 12, 14.) Councilmember Jurado raises a similar issue as the Santa Monica Mountains Conservancy, the significant impact due to the Project's elimination of so many trees in the Project area. (*Id*., pp. 23-24; see FSEIR, Appendix A, pp. 3-4.) But Councilmember Jurado raises a *new environmental issue* no other commenter has previously discussed: "Preserv[ation] of existing mature trees is disproportionately valuable" in downtown Los Angeles, where "opportunities for planting new large canopy trees are extremely limited" due to "the density, high land value, and redevelopment pressures." (FSEIR Errata, pp. 23-24.) Councilmember Jurado concludes that the resulting harm constitutes a significant environmental impact: "reduction of green space would harm community quality of life and urban livability." (*Id*., p. 24.) As with LAUSD's comments, Metro brushes this away as both beyond the scope and adequately addressed by the previous EIR, even though it appears to be a new issue no other commenter has previously raised. (*Id*., p. 12.)

The Conservancy's proposed mitigation to address the loss of trees—increasing the tree replacement ratio to 10:1 and ensuring that replacement trees have minimally a five-year fully funded maintenance plan—was also dismissed out of hand by Metro with no serious consideration or analysis. (FSEIR, Appendix A, p. 3; FSEIR, pp. 88-89.) Metro

argues that the proposed mitigation is "not necessary to reduce impacts to a less-than-significant level." (FSEIR, p. 89.) But no mitigation has been proposed to address the significant impact identified in Councilmember Jurado's letter. The Conservancy's proposed mitigation measure would go a long way toward addressing Councilmember Jurado's concern. Mitigation measures should not merely reduce impacts to just enough to meet a barely less-than-significant standard when other feasible mitigations exist that provide greater environmental protection, especially for a cumulative impact such as loss of tree canopy due to dense development, as discussed in Councilmember Jurado's letter.

Metro will now consider the Project EIR as supplemented along with related approvals at a regular board meeting on December 4, 2025, with the item placed on the *consent* calendar for agenda items that have already had public hearings. (Metro Regular Board, Dec. 4, 2025Agenda, p. 5 [showing agenda item 16 on the consent calendar].) But the only public hearing for this consequential Project was held before the Executive Management Committee at a time that committee and the public did not have all of Metro's responses to public comments on the Draft SEIR, including from LAUSD and Councilmember Jurado. The committee was not and *could not have been* fully informed on the decision it made to recommend the Project for approval for the full board. The committee's action must be considered a nullity.

In addition to the reasons provided in LAPA's October 17, 2025 letter regarding the Draft SEIR, the complete environmental record should be recirculated along with adequate responses to the LAUSD and Councilmember Jurado comment letters so the public and decisionmakers have a complete and accurate record before them before Metro takes further action on the Project.

Metro Board members have misleadingly explained Metro is only responsible for the Project's environmental review while other agencies will approve the Project.

At the Executive Management Committee hearing on November 20, 2025,[4] Mayor Karen Bass's *only* comments on the Project were as follows:

> 1:17:05, Vice Chair/Mayor Karen Bass: Thank you, thank you, Mr. Chair, and thank you for your leadership in guiding us through this.
>
> Just real quickly, I just wanted to reiterate, or clarify, that what the vote is about today is about certifying the EIR, certifying

[4] A link to the full committee meeting video is available at: https://www.metro.net/about/board-directors-meetings-audio-archive/.

> the project's environmental documents under CEQA, nothing more, is that correct?
>
> 1:17:28, Chair Fernando Dutra: That is correct.
>
> 1:17:29, Mayor Bass: Thank you.

Later, Chair Fernando Dutra also disavowed Metro's responsibility for approving the Project itself, as opposed to only the environmental review for the Project:

> 1:27:57, Chair Dutra: My only comment is that, just to reiterate that the action taken today on the EIR, the Final supplemental EIR, uh, it is the City's [sic] of LA's land use jurisdiction just to be clear, including right-of-way issues, so the City will ultimately decide on the actual project, but I want to thank everybody for the robust discussion up here today…

Metro staff and board members have consistently disavowed responsibility for Project approval. They did so during the certification of the previously approved EIR, which included similar comments from Mayor Bass at the February 22, 2024 Metro Regular Board meeting. At that meeting, Senior Executive Officer Holly Rockwell introduced the Project by saying Metro's action would be "to approve and certify the Environmental Impact Report for the Los Angles Aerial Rapid Transit Project."[5] Former City Councilmember and Metro Board member Krekorian stated that "in terms of the actual land use approval of this project, that is not within the province of this agency. That is within the province of the City of Los Angeles to approve the land use considerations that are at stake here."[6]

CEQA requires the agency undertaking environmental review be responsible for Project approval. "CEQA is violated when the authority to approve or disapprove the project is separated from the responsibility to complete the environmental review." (*POET, LLC v. State Air Resources Bd.* (2013) 218 Cal.App.4th 681, 731 (*POET*), citing *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 307 and *Kleist v. City of Glendale* (1976) 56 Cal.App.3d 770, 778-779 (*Kleist*).) Separating accountability for the environmental review from accountability for the Project is antithetical to one of the fundamental purposes of CEQA. "[T]he separation of the approval function from the review and consideration of the environmental assessment is inconsistent with the purpose served by an environmental assessment as it insulates the person or group approving the project from public awareness and the possible reaction to the individual

[5] A transcript of Metro's February 22, 2024 Regular Board meeting is part of the CEQA record of proceedings in the *LAPA v. Metro* and *TCE v. Metro* cases. See transcript, p. 2.
[6] *Id*., p. 40.

members' environmental and economic values." (*POET, supra*, at 731, quoting *Kleist*, *supra*, at p. 779 (internal quotation marks omitted).)

Metro's continuing claims it is only responsible for the Project's environmental review as opposed to the Project itself confuses the public and deflects political accountability to other agencies, defeating CEQA's information and disclosure requirements. (See POET, *supra*, at 768, fn. 23, citing *Consolidated Irrigation Dist. v. Superior Court* (2012) 205 Cal.App.4th 697, 717: "Political accountability, informed self-government and environmental protection are promoted by the information and disclosure functions of CEQA.") "The fundamental goals of environmental review under CEQA are information, participation, mitigation, **and accountability**. (*Lincoln Place Tenants Assn. v. City of Los Angeles* (2007) 155 Cal.App.4th 425, 443–444 (emphasis added), citing CEQA Guidelines 15002 and *Guide to CEQA, California Environmental Quality Act* (11th ed. 2006), Michael H. Remy, et al., p. 3.)

Moreover, the City of Los Angeles's official position, established by the City Council's Resolution 25-1295, is to oppose the Project.[7] Notwithstanding the City's opposition to the Project Metro will now cause the City to have to entertain applications that will cause agency staff at multiple City agencies including Planning and Transportation to expend significant time and agency resources reviewing project applications that the City Council will reject. While application fees may partly offset the huge expense of reviewing these applications, the City will never recover the lost staff time that could have been spent on projects our communities want and need, rather than a vanity tourist project to a private sports and entertainment venue.

Based on the above reasons, among many others, the City of Los Angeles should be the lead agency, not Metro.

The proposed Findings of Fact and Statement of Overriding Considerations recommended for approval by the Executive Management Comm. are inadequate.

As this letter is being completed, Metro's Findings of Fact and Statement of Overriding Considerations document (*Findings*) associated with the December 4 agenda item 16 are not available for review because the link to the online document is not working. (Clicking on the link leads to a blank web page with the message "This record is currently unavailable.")[8] Based on the version of the document available to the public before the November 20, 2025, Executive Management Committee hearing for the Project, the Findings suffer from the same fatal defect as the originally approved

[7] See Exhibit 3, City of Los Angeles Resolution 25-1295 (Hernandez/Jurado), establishing the City of Los Angeles position is to oppose the Los Angeles Aerial Rapid Transit Project
[8] See Exhibit 4, including timestamped copies of the web page displaying the full document URL, which was checked multiple times before letter submission with the same error message.

Findings. (This is likely because it appears to be verbatim the same document but for minor modifications of dates corrected for Metro's currently proposed action.) The document cannot be referenced as evidence herein since it is currently unavailable.

The unavailability of a critical project document provided to the agency decisionmakers, but not the public only hours before consideration of the action, is itself enough reason for the agency to hold the item over until a future board meeting so that members of the public have full access to Project documentation before Metro acts.

More important, based on a previous iteration of the Findings document, Metro appears poised to make the incorrect finding with respect to Public Resources Code section 21081 and CEQA Guidelines section 15091 for mitigation measure MM-LUP-A. Based on the lack of availability of the document and the available evidence suggesting this defect likely continues, LAPA reserves the right to raise this objection in future legal proceedings to the extent the record continues to reflect Metro did not make the required CEQA findings.

The Supplemental Wildland Fire Hazard Assessment was not provided in the Draft SEIR, and no copy was available for review before November 20, 2025 or later.

The Final SEIR mentions a new report from REAX Engineering entitled "Supplemental Wildland Fire Hazard Assessment" (*REAX Report*) prepared in November for the Final SEIR. The report is not itself part of the Final SEIR, is not found in the FSEIR appendices, and until very recently (no earlier than November 20, 2025) was not part of Metro's SB 44 online record for the Project.[9] There is no indication in the SB 44 online record when the document was uploaded to that website.

On December 3, 2025, while preparing this submission, the author once again searched the SB 44 online record for the Project and discovered the document is now part of the online record.[10] It was not available at the website when the website was last checked on November 19, 2025. The SB 44 web page provides no indication when the document was uploaded and available for public review.

Commenters on the Draft SEIR had no opportunity to review or comment on the contents of the REAX Report in their written comments to Metro. First, one would have to know that the document even exists to comment on it, but second, a copy would have to be available for review for that to happen. But the document was not referenced in the DSEIR. The first reference to the document is in the Final SEIR. (FSEIR, p. 67.) The

[9] As part of the document review in preparation of this letter, the author diligently searched for but did not find the document online prior to the November 20, 2025 Executive Management Committee hearing, including in the SB 44 online record and via standard internet searches.
[10] The document is available by searching at https://laartsb44.net/#!/documents. The direct document link is https://laartsb44.net/api/files/51e4aa5f-c4cf-42af-a29d-8a77782fec75.

FSEIR reference notes only that the document was prepared in November and does not provide the specific date it was prepared or submitted to Metro.

The first page of the REAX Report indicates it was prepared on November 13, 2025. This is the same date as the deadline for DSEIR comments. Even if provided on that day to the public, this was insufficient for members of the public to evaluate a technical document prepared by an expert and provide comment without an opportunity to first consult with their own independent expert(s). It is unknown when the report was received by Metro. It is unknown whether it was available to the Executive Management Committee before they considered the Project at their November 20, 2025 meeting.

As the end of 2025 approaches, there are few more salient concerns to Angelenos than the increased risks of wildfire brought about by global climate change with attendant changes in local weather patterns, such as the extraordinarily high winds that drove the devastation of the Palisades and Eaton Fires in January 2025. The hillside areas through which the Project's gondola cars will travel are subject to occasional, sometimes even frequent fires. Metro's lack of disclosure that a new wildland hazard report was even being considered and the failure to timely provide it to members of the public and decisionmakers demands recirculation and a reasonable opportunity for public comment on potentially increased risk of wildfire due to the Project.

Conclusion.

LAPA joins all those who urge Metro to set aside the February 2024 EIR and related approvals as ordered by the Court of Appeals and in the recently issued judgments and writs effectuating the Court's decision. These include more than 10,000 local petition signatories, twelve members of the Los Angeles City Council who set the official policy of the City of Los Angeles in opposition to the Project, and the many hundreds of commenters to the Draft and Final SEIR documents now being considered by Metro. Metro should not recertify the inadequate EIR or make any related approvals.

Alternately, Metro may set aside the EIR and transfer the responsibility of lead agency to the City of Los Angeles and take on the role of responsible agency if the City of Los Angeles determines to proceed with the Project, so that the City's many concerns are no longer ignored.

Sincerely,

[redacted]

John P. Given

Exhibit 1

From: **Metro LA Aerial Rapid Transit** aart@metro.net
Subject: LA ART: Metro Re eases F na Supp ementa EIR
Date: November 19, 2025 at 3:25 PM
To: john@johng ven aw.com



LA Aerial Rapid Transit Technologies LLC is proposing the Los Angeles Aerial Rapid Transit Project, which would connect Los Angeles Union Station to the Dodger Stadium property with an intermediate station at the Los Angeles State Historic Park via a zero-emission aerial rapid transit gondola system in downtown Los Angeles. Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency under the California Environmental Quality Act (CEQA) and has prepared a Final Supplemental Environmental Impact Report (Final SEIR).

In early 2024, Metro certified the Final Environmental Impact Report (FEIR) for the Los Angeles Aerial Rapid Transit Project. However, following litigation, the Court of Appeal directed Metro to prepare a SEIR to address temporary construction noise mitigation issues. The Draft SEIR was released for a 45-day public comment period beginning on September 29, 2025, and ending on November 13, 2025.

The Final SEIR is now available. This milestone document compiles and responds to all comments received during the Draft SEIR public review period.

The Final SEIR is available here and is also available in hard copy at the Central Library, Chinatown Branch Library, Cypress Park Branch Library, and Metro Headquarters, Dorothy Peyton Grey Library.

Metro held an Informational Workshop on October 9, 2025, to inform the public of the key analyses and conclusions of the Draft SEIR and a Public Hearing on November 6, 2025, to receive comments on the Draft SEIR. Recordings of the Informational Workshop

2025, to receive comments on the Draft SEIR. Recordings of the Informational Workshop and Public Hearing and their materials are available here.

The Los Angeles Aerial Rapid Transit Project has been agendized for the Metro Executive Management Committee Meeting on Thursday, November 20, 2025. Members of the public may attend the meeting in person, listen by phone, or watch online. There will be opportunities for public comment at the Metro Executive Management Committee Meeting and the Metro Board Meeting. The Project Sponsor will also commence the public process of additional discretionary entitlements, review, and approvals following a Metro Board certification of the Final SEIR, each of which will include additional community outreach and engagement.

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Metro Executive Management Committee Meeting:

Thursday, November 20, 2025, 11:00 a.m.

Location: One Gateway Plaza, Los Angeles, CA 90012

3rd Floor, Metro Board Room

Watch online: https://boardagendas.metro.net

Call-in: (888) 978-8818

Access code: 5647249# (English) or 7292892# (Español)

LA ART: Metro publica el EIR Suplementario Final

LA Aerial Rapid Transit Technologies LLC está proponiendo el Proyecto de Transporte Rápido Aéreo de Los Ángeles (Los Angeles Aerial Rapid Transit Project), que conectaría la estación Los Angeles Union Station con la propiedad del estadio Dodger Stadium, con una estación intermedia en el parque Los Angeles State Historic Park a través de un sistema de góndolas de transporte rápido elevado de cero emisiones en el centro de Los Ángeles. La autoridad de transporte Los Angeles County Metropolitan Transportation Authority (Metro) es la agencia líder competente, según la Ley de Calidad Ambiental de California (California Environmental Quality Act (CEQA)), y ha preparado un Informe de Impacto Ambiental Suplementario Final (SEIR Final).

A principios de 2024, Metro certificó el Informe de Impacto Ambiental Final (FEIR) del Proyecto de Transporte Rápido Aéreo de Los Ángeles. Sin embargo, tras un litigio, el Tribunal de Apelación dictaminó que Metro preparara un SEIR para tratar las cuestiones de mitigación del ruido temporal de la construcción. El Borrador del SEIR se publicó para que el público haga sus comentarios al respecto dentro de un periodo de 45 días, que comienza el 29 de septiembre de 2025 y termina el 13 de noviembre de 2025.

El SEIR Final ya está disponible. Este documento recopila y responde a todos los

El SEIR Final ya está disponible. Este documento recopila y responde a todos los comentarios recibidos durante el periodo de revisión pública del Borrador del SEIR.

El SEIR Final está disponible aquí y también está disponible en papel en las bibliotecas Central Library, Chinatown Branch Library, Cypress Park Branch Library y Dorothy Peyton Grey Library, sede principal de Metro.

Metro realizó un taller informativo el 9 de octubre de 2025 para dar a conocer al público los análisis y conclusiones clave del Borrador del SEIR, así como una audiencia pública el 6 de noviembre de 2025 para recabar comentarios sobre el Borrador del SEIR. Las grabaciones del taller informativo y de la audiencia pública, así como los materiales correspondientes, están disponibles aquí.

El Proyecto de Transporte Rápido Aéreo de Los Ángeles se ha incluido en el orden del día de la reunión del Comité de la Dirección Ejecutiva de Metro del jueves 20 de noviembre de 2025. El público puede asistir a la reunión en persona, escucharla por teléfono o verla en línea. Habrá oportunidades para que el público haga comentarios en la reunión del Comité de la Dirección Ejecutiva de Metro y en la reunión de la Junta Directiva de Metro. El Patrocinador del Proyecto también iniciará el proceso público de revisiones, aprobaciones y autorizaciones discrecionales adicionales tras la certificación de la Junta Directiva de Metro del SEIR Final, cada una de las cuales incluirá actividades adicionales de participación y divulgación de alcance la comunidad.

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Reunión del Comité de la Dirección Ejecutiva de Metro:

Jueves 20 de noviembre de 2025 a las 11:00 a.m.

Lugar: One Gateway Plaza, Los Angeles, CA 90012

3er piso, sala de juntas de Metro

Para verla en línea: https://boardagendas.metro.net

Llámenos: (888) 978-8818

Código de acceso: 5647249# (Inglés) o 7292892# (Español)

洛杉矶空中快速运输（LA ART）： Metro 发布最终版《补充环境影响报告》

LA Aerial Rapid Transit Technologies LLC 正在提议洛杉矶空中快速运输项目，计划于市中心建立零排放空中快速缆车系统，连接洛杉矶联合车站（Los Angeles Union Station）和道奇体育场（Dodger Stadium），并于洛杉矶州立历史公园（Los Angeles State Historic Park）设立中转站。洛杉矶县都会交通管理局（Metro）作为《加州环境质量法案》（CEQA）规定的主导机构，现已完成最终版《补充环境影响报告》（最终版 SEIR）的编制工作。

（最终版 SEIR）的编制工作。

2024 年初，Metro 通过了洛杉矶空中快速运输项目的《最终环境影响报告》（FEIR）。然而，在经历诉讼后，上诉法院命令 Metro 编制一份《补充环境影响报告》（SEIR），以回应临时施工噪音缓解相关问题。SEIR 草案已正式发布，在 2025 年 9 月 29 日至 2025 年 11 月 13 日期间展开为期 45 天的公众意见征集期。

最终版 SEIR 现已发布。这份里程碑式的文件汇编并回应了 SEIR 草案公开审阅期内收到的所有意见。

您可在此处获取最终版 SEIR 的电子版，以下地点也提供印刷版：洛杉矶中央图书馆（Central Library）、唐人街图书馆（Chinatown Branch Library）、赛普拉斯公园图书馆（Cypress Park Library）、Metro 总部、多萝西·佩顿·格雷图书馆（Dorothy Peyton Grey Library）。

Metro 于 2025 年 10 月 9 日举办了一场信息说明会，向公众介绍了 SEIR 草案中的重点分析及总结，并于 2025 年 11 月 6 日召开了一场公众听证会，收集了公众对该草案的意见。如需信息说明会和公众听证会的录音及相关资料，请点击此处。

洛杉矶空中快速运输项目已列入将于 2025 年 11 月 20 日（星期四）举行的 Metro 执行管理委员会会议的议程。公众可以亲自出席会议，也可以通过电话收听或在线观看。在 Metro 执行管理委员会会议和 Metro 董事会会议上，公众将有机会发表意见。在 Metro 董事会对最终版 SEIR 进行认证后，项目主办单位还将启动额外自由权利、审查和批准的公开流程，其中每个流程都将包括额外的社区外展和参与。

Metro 执行管理委员会会议：

2025 年 11 月 20 日（星期四），上午 11 点

地点：One Gateway Plaza, Los Angeles, CA 90012

3rd Floor, Metro Board Room

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洛杉磯空中快速運輸（LA ART）：Metro 發佈最終版《補充環境影響報告》

LA Aerial Rapid Transit Technologies LLC 正在提議洛杉磯空中快速運輸項目，計劃於

市中心建立零排放空中快速纜車系統，連接洛杉磯聯合車站（Los Angeles Union Station）和道奇體育場（Dodger Stadium），並於洛杉磯州立歷史公園（Los Angeles State Historic Park）設立中轉站。洛杉磯縣都會運輸局（Metro）作為《加州環境品質法案》（CEQA）的主導機構，已編制最終版《補充環境影響報告》（最終版 SEIR）。

2024 年初，Metro 通過了洛杉磯架空快速運輸項目之《最終環境影響報告》（FEIR）。然而，在經歷訴訟後，上訴法院命令 Metro 編制一份《補充環境影響報告》（SEIR），以回應臨時施工噪音緩解相關問題。SEIR 草案已經發布，於 2025 年 9 月 29 日至 2025 年 11 月 13 日期間展開為期 45 天的公眾意見徵集期。

最終版 SEIR 現已公佈。這份具轉捩點的文件匯編了在 SEIR 草案公開審查期間所獲得的評論，及對所有評論之回應。

您可點擊此處下載最終版 SEIR 電子版本，亦可在中央圖書館（Central Library）、唐人街圖書館（Chinatown Branch Library）、賽普拉斯公園圖書館（Cypress Park Branch Library）、Metro 總部、多蘿西·佩頓·格雷圖書館（Dorothy Peyton Grey Library）獲取列印版本。

Metro 已於 2025 年 10 月 9 日舉辦一場資訊性研討會，向公眾介紹 SEIR 草案的主要分析與結論，並於 2025 年 11 月 6 日舉行公開聽證會，以獲取公眾對該草案的意見。資訊性研討會及公開聽證會的錄影及相關資料可於此處獲取。

洛杉磯空中快速運輸項目已列入 Metro 執行管理委員會於 2025 年 11 月 20 日（星期四）舉行的會議議程。公眾人士可親身出席會議、透過電話收聽，或在網上觀看。Metro 執行管理委員會會議及 Metro 董事會會議將設有公眾發言環節。在 Metro 董事會對最終版 SEIR 進行認證後，工程主辦單位還將開始附加酌情授權、審查和批准的公眾程序，其中每一項都將包括額外的社區外展和參與。

Metro 執行管理委員會會議：

2025 年 11 月 20 日（星期四），上午 11 時

地點：One Gateway Plaza, Los Angeles, CA 90012

3rd Floor, Metro Board Room

網絡直播：https://boardagendas.metro.net

電話參與：(888) 978-8818

接入碼：5647249#（英語）或 7292892#（西班牙語）



You have subscribed to receive Metro information, edit your preferences, manage subscriptions, or unsubscribe.
Your privacy is important to us, please review the Privacy Policy.
View this email online.

© 2025 Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

This email was sent to john@johngivenlaw.com

Exhibit 2

From: "Hall, Danae" <Danae.Hall@kimley-horn.com>
Sent: 11/24/2025 3:38:12 PM -08:00
To: "samantha.c.han@lausd.net" <samantha.c.han@lausd.net>, "fbaird@lausd.net" <fbaird@lausd.net>, "apl1999@lausd.net" <apl1999@lausd.net>, "j.surialinares@lausd.net" <j.surialinares@lausd.net>, "rocio.rivas@lausd.net" <rocio.rivas@lausd.net>, Rudy Gonzalves – <rudy.gonzalves@lausd.net>, "zulema.renteria@lausd.net" <zulema.renteria@lausd.net>
Subject: (EXTERNAL) Los Angeles Aerial Rapid Transit Project - Response to Comment

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Hello,

LA Aerial Rapid Transit Technologies LLC (LA ARTT), as the Project Sponsor, is proposing the Los Angeles Aerial Rapid Transit Project (Project). The Los Angeles County Metropolitan Transportation Authority (Metro) is the Lead Agency for the proposed Project in accordance with the California Environmental Quality Act (CEQA). On September 29, 2025, Metro released the Draft Supplemental Environmental Impact Report (SEIR) for a 45-day public review period that concluded on November 13, 2025. The Draft SEIR can be viewed here: https://www.metro.net/projects/aerial-rapid-transit/

Metro received your comment on the Draft SEIR for the Los Angeles Aerial Rapid Transit Project.

Metro released the Final SEIR on November 19, 2025. The Final SEIR can be viewed here: https://www.metro.net/projects/aerial-rapid-transit/ The Final SEIR includes responses to comments received on the Draft SEIR during the Draft SEIR public review period.

Subsequently, LA Metro released the Errata to the Final SEIR on November 24, 2025, which can be viewed here: https://www.metro.net/projects/aerial-rapid-transit/ It became known to Metro on November 20, 2025, that a technological issue resulted in five (5) comment letters not being recognized as received, including the comment letter from Los Angeles Unified School District, Office of Environmental Health and Safety. As such, your comment is not responded to in the November 19, 2025, Final SEIR. The Errata to the Final SEIR was prepared to respond to the five (5) comment letters that were inadvertently not responded to in the Final SEIR, including the letter submitted by Los Angeles Unified School District, Office of Environmental Health and Safety on November 12, 2025.

Thank you,
Danae Hall, AICP (she/her)
Kimley-Horn | 1300 Clay Street, Suite # 900, Oakland, CA 94612
Direct: 408.785.3523
Connect with us: Twitter<https://twitter.com/kimleyhorn> | LinkedIn<http://www.linkedin.com/company/kimley-horn-and-associates-inc-> | Facebook<https://www.facebook.com/KimleyHorn> | Instagram<http://www.instagram.com/kimleyhorn> | Kimley-Horn.com<http://www.kimley-horn.com/>
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Exhibit 3

BB

RESOLUTION

RULES, ELECTIONS, AND INTERGOVERNMENTAL RELATIONS

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before a local, state or federal governmental body or agency must first be adopted in the form of a Resolution by the City Council; and

WHEREAS, the proposed Los Angeles Aerial Rapid Transit (LA ART) project, commonly referred to as the "Gondola," is a private, unfunded, $500 million aerial transportation project initiated in 2018 and spearheaded by Frank McCourt, former owner of the Los Angeles Dodgers and current part- owner of the stadium's parking lot, aimed to connect Dodger Stadium to Union Station along a 1.2 mile route passing through Chinatown and the Los Angeles State Historic Park, located primarily in Council District 1; and

WHEREAS, the proposed project consists of overhead cables, three passenger stations, a non-passenger junction, multiple towers, and gondola cabins that would encroach upon public open space, fly as low as 40 feet above homes and businesses in Chinatown and 26 feet above the State Historic Park, and significantly alter the quality of life of residents; and

WHEREAS, a study conducted by the UCLA Mobility Lab found that total traffic volume surrounding Dodger Stadium would decrease only by 0.9%, equivalent to approximately 608 fewer cars, and would be less cost-effective for ticket holders compared to other public transportation options such as the Metro bus service; and

WHEREAS, the project would permanently remove more than 160 trees, eliminate 9,320 square feet of tree canopy cover and 2,195 square feet of public park property, and disturb local natural habitats, causing permanent environmental degradation in one of the City's most park-poor neighborhoods; and

WHEREAS, the project has faced widespread opposition from Chinatown and Solano Canyon residents, Neighborhood Councils, environmental organizations, and community-based groups, who have expressed concerns about the project's impacts, including noise, visual blight, and environmental injustice, on residents living directly beneath the proposed Gondola route, as well as on community members that work, serve, and visit these neighborhoods; and

WHEREAS, the majority of the census tracts within the project footprint rank within the top 5% of disadvantaged communities statewide, including three census tracts with a high concentration of older adults, ranging between 16.5% and 28%. The proposed project would run directly next to the Chinatown Metro Apartments, a covenanted affordable housing project composed of 122 units for low and very low income seniors; and

WHEREAS, according to the California Office of Environmental Health Hazard Assessment, the majority of the census tracts within the project footprint area are ranked among the top 5% of areas in the State with the highest pollution burden and exposure to diesel particulate matter, meaning these communities are more likely to develop serious health problems and face a disproportionate burden of environmental hazards; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) guidelines, the Gondola was required to undergo an Environmental Impact Report (EIR) due to its potentially significant environmental effects on the surrounding area; and

WHEREAS, under the California Public Utilities Code and CEQA, the Los Angeles County (County) Metropolitan Transportation Authority (Metro) serves as the designated lead agency responsible for reviewing mass transit projects in the County, including approving all plans related to the design, construction, and implementation of the project; and

WHEREAS, on December 4, 2023, the Los Angeles County Metropolitan Transportation Authority (Metro) released the Final Environmental Impact Report (FEIR) for the LA ART project, advancing the proposal toward certification despite widespread community opposition and concerns regarding the cumulative environmental impacts; and

OCT 31 2025

WHEREAS, the FEIR inadequately addressed the construction noise impacts and failed to consult with the Santa Monica Mountains Conservancy, but was nonetheless certified by Metro on February 22, 2024; and

WHEREAS, on March 25, 2024, the Los Angeles Park Alliance filed a lawsuit challenging Metro's approval of the EIR and called for the California State Court of Appeals to reverse certification of the LA ART's EIR; and

WHEREAS, on April 5, 2024, the Council adopted a Motion (Hernandez - Soto-Martinez - Rodriguez), Council File 24-0011-S4, authorizing the Los Angeles Department of Transportation (LADOT) to commission a comprehensive traffic assessment of the "community impact zones" around Dodger Stadium and to preclude the City from issuing permit clearances, entitlements, land use changes, or general plan amendments for the LA ART project until completion of the study; and

WHEREAS, on May 1, 2025, the California State Court of Appeals challenged Metro's approval of the environmental review, reaffirming the public's concerns over the FEIR and requiring a supplemental EIR; and

WHEREAS, on August 13, 2025, the Council adopted a Resolution (Hernandez - Jurado), Council File 25-0002-S31, opposing Section 3 of Senate Bill 71 (Wiener), which sought to extend CEQA exemptions for qualifying transportation projects, including the LA ART project, and to limit any legal challenge under state and local law to a 12-month period; and

WHEREAS, on September 29, 2025, Metro released the Draft Supplemental Environmental Impact Report (DSEIR) for the LA ART project, initiating a 45-day public comment period concluding on November 13, 2025 and will hold only one virtual public comment hearing, held prospectively on November 6, 2025; and

WHEREAS, on October 10, 2025, the Council adopted a Planning and Land Use Management (PLUM) Committee report and accompanying Ordinance, Council File 15-0989-S47, to expedite the development of projects supporting the 2028 Olympic and Paralympic Games. While this report and Ordinance provided streamlining benefits for certain projects, it explicitly excluded "large-scale cable-guided transportation projects or aerial mobility projects," ensuring that the LA ART project would not be eligible for any expedited approvals; and

WHEREAS, Council District 1 submitted a letter to Metro calling for a 45-day extension, an in-person public hearing, and the establishment of a dedicated toll-free line to ensure greater community access and participation and upon analyzing the SEIR and decertified FEIR,the unavoidable and un-mitigatable project impacts due to noise during construction, the impact on the natural environment in a park poor community, impacts to a disadvantaged community's quality of life are not worth the project; and

WHEREAS, following the close of the public comment period on November 13, 2025, the Metro Board will consider the DSEIR and determine whether to certify the Final EIR based on the findings contained in the supplemental report;

NOW, THEREFORE, BE IT RESOLVED, that by adoption of this Resolution, the City of Los Angeles hereby OPPOSES the Los Angeles Aerial Rapid Transit (LA ART) project, and URGES the Los Angeles County Metropolitan Transportation Authority (Metro), in its consideration of the Supplemental Environmental Impact Report (EIR) for the LA ART, dated September 25, 2025, to OPPOSE the readoption of the FEIR Findings and the Statement of Overriding Considerations for the LA ART project, and DENY reapproval of the project.

PRESENTED BY: [redacted]

EUNISSES HERNANDEZ
Councilmember, 1st District

[redacted]

YSABEL JURADO
Councilmember, 14th District

SECONDED BY: [redacted]

ORIGINAL

PATRICE Y. LATTIMORE
CITY CLERK

RUBEN VIRAMONTES
EXECUTIVE OFFICER

City of Los Angeles
CALIFORNIA

KAREN BASS
MAYOR

OFFICE OF THE
CITY CLERK

Council and Public Services Division
200 N. SPRING STREET, ROOM 395
LOS ANGELES, CA 90012
GENERAL INFORMATION - (213) 978-1133
FAX: (213) 978-1040

CLERK.LACITY.GOV

OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL

Council File No.: 25-1295

Council Meeting Date: November 12, 2025

Agenda Item No.: 48

Agenda Description: CONSIDERATION OF RESOLUTION (HERNANDEZ, JURADO - SOTO-MARTINEZ) relative to the Los Angeles County Metropolitan Transportation Authority's (Metro) consideration of the Supplemental Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit (LA ART) project.

Council Action: RESOLUTION (HERNANDEZ, JURADO - SOTO-MARTINEZ) - ADOPTED FORTHWITH

Council Vote:

YES	Blumenfield	YES	Harris-Dawson	YES	Hernandez
YES	Jurado	YES	Hutt	NO	Lee
YES	McOsker	YES	Nazarian	ABSENT	Padilla
YES	Park	YES	Price Jr.	ABSENT	Raman
YES	Rodriguez	YES	Soto-Martínez	YES	Yaroslavsky

[redacted]
PATRICE Y. LATTIMORE
CITY CLERK

Pursuant to Charter/Los Angeles Administrative Code Section(s): 231(h)

FILE SENT TO MAYOR	11-13-2025
LAST DAY FOR MAYOR TO ACT	11-24-2025

DEEMED APPROVED

DATE SIGNED

Adopted Report(s)Title
Resolution (Hernandez - Jurado - Soto-Martinez) dated 10-31-25

Exhibit 4

This record is currently unavailable.

This record is currently unavailable.

From: Mia Trachinger
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 8:45:52 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Mia Trachinger
[redacted]

From: Kayla Butler
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 9:34:58 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

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If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Kayla

Kayla Butler
[redacted]@gmail.com

[redacted]

From: Vincent Sy
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:09:22 AM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Vincent Sy
[redacted]@yahoo.com

[redacted]

From: Dayana Patino
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:09:47 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Dayana Patino
[redacted]@gmail.com

[redacted]

From: Hannah Gia
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:11:25 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Hannah Gia
[redacted]

Hannah Gia
[redacted]gmail.com
[redacted]
[redacted]

From: Matt Hebermehl
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:11:38 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Matt Hebermehl
[redacted]
[redacted]

From: Janeth Aparicio
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:11:39 AM

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Metro Board Members c/o Metro Board Clerk,

I am decidedly and passionately opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Janeth

Janeth Aparicio
[redacted]@gmail.com
[redacted]
[redacted]

From: Kwan Luu
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:12:19 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Kwan Luu

Kwan Luu
[redacted]@gmail.com

[redacted]

From: Andrew Lee
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:13:21 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Andrew Lee
[redacted]@gmail.com
[redacted]

From: Jason Moritz
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:16:10 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Jason Moritz
[redacted]@yahoo.com
[redacted]
[redacted]

From: STUART RUBIN
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:16:14 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

STUART RUBIN
[redacted]@gmail.com

[redacted]

From: Kim Silverstein
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:18:30 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Kim Silverstein
[redacted]@yahoo.com

[redacted]

From: Renee Faundo
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:18:47 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Renee Faundo
[redacted]@gmail.com

[redacted]

From: Frank Halstead
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:21:07 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Frank Halstead
[redacted]@hotmail.com
[redacted]
[redacted]

From: Laraine Moniz
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:22:03 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Laraine Moniz
[redacted]@duck.com
[redacted]

From: Grace Lee
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:22:17 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

Hello,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Grace Lee

Grace Lee
[redacted]
[redacted]

From: Elizabeth Codiga
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:22:58 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Elizabeth Codiga
[redacted]@yahoo.com
[redacted]
[redacted]

From: Robert Reyes Villagomez
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:25:30 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns. For the first 3 quarters of 2025-2026, Frank McCourt has spent at least 600,000$+ in registered lobbying activity with the state to push this project forward and that's not counting the lobbying in Los Angeles for this. How much lobbying has the Metro board and staff received to certify this flawed FSEIR? We will uncover this as you move to push this project forward and continue wasting public funds, time and demonstrate your complicity in selling our government and public life to billionaires like Frank McCourt. This is no different from what Trump is doing in Washington so you should take a good look at yourself and your role here. If you can't protect LA State Historic Park and historic buildings and communities in Chinatown and Olvera Street for some ridiculous excuse for transit then it's all for sale and you don't represent us. I hope you prove me wrong, vote this down and end this.

This is especially clear when the City Council of Los Angeles has already voted against the project. If you're not listening to the Los Angeles City Council and community members from Olvera Street, Chinatown and Dogtown, then who are you listening to? Is this the project you want to stake your reputation on? How much money is that worth?

Signed,

Robert Reyes Villagomez
[redacted]@gmail.com
[redacted]
[redacted]

From: rebecca cumberland
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:36:02 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Echo Park Resident Becky Cumberland

rebecca cumberland
[redacted]@gmail.com

[redacted]

From: Spencer Rothbell
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:37:02 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Spencer Rothbell
[redacted]@gmail.com

[redacted]

From: ANDREA SAMPSON
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:43:33 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

ANDREA SAMPSON
[redacted]@gmail.com
[redacted]
[redacted]

From: Therese Oshiro
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:44:29 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Therese Oshiro

Therese Oshiro
[redacted]@gmail.com

[redacted]

From: Gabbie Metheny
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:55:11 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Gabbie Metheny
[redacted]@gmail.com
[redacted]
[redacted]

From: Katherine Wong
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 11:08:23 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Katherine Wong
[redacted]@gmail.com
[redacted]
[redacted]

From: Robert Landis
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 11:09:35 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Robert Landis
[redacted]@gmail.com
[redacted]
[redacted]

From: Angel Romero
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 11:11:33 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

Why is this issue not resolved yet. Public has spoken and is opposed to this issue.

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Angel Romero

Angel Romero
[redacted]@yahoo.com

[redacted]

From: Amber Espinosa-Jones
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 11:18:37 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Amber Espinosa-Jones
[redacted]@gmail.com

[redacted]

From: Preston Wood
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 11:24:47 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Preston Wood
[redacted]@gmail.com
[redacted]
[redacted]

From: Samantha Kelly
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 11:39:30 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Samantha Kelly
[redacted]@gmail.com

[redacted]

From: Dane Giesregen
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 11:39:41 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Dane Giesregen

Dane Giesregen
[redacted]

From: Joe Klein
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 11:44:38 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Joe Klein
[redacted]@gmail.com

[redacted]

From: Isabelle Aspin
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 12:05:53 PM

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Metro Board Members c/o Metro Board Clerk,

As a resident of Solano Canyon, I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Isabelle Aspin

Isabelle Aspin
[redacted]@gmail.com

[redacted]

From: Ricardo Rizo
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 12:16:20 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Ricardo Rizo
[redacted]@yahoo.com

[redacted]

From: Josephina Sykes
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 12:27:29 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Josephina Sykes
[redacted]@yahoo.com
[redacted]
[redacted]

From: Kevin Awakuni
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 12:32:33 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Kevin Awakuni
[redacted]@hotmail.com
[redacted]
[redacted]

From: Matt Orlove
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 12:35:42 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Matt Orlove

Matt Orlove
[redacted]@gmail.com
[redacted]
[redacted]

From: Yesenia Nava
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 12:37:57 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Yesenia Nava
[redacted]@gmail.com
[redacted]
[redacted]

From: David Lapides
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 12:39:25 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

David Lapides
[redacted]

From: Regina Romanes
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 12:41:52 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Regina Romanes
[redacted]gmail.com

[redacted]

From: Lisa Cheng
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 12:49:18 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
L.C.

Lisa Cheng
[redacted]@gmail.com

[redacted]

From: Anita Carachure
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 1:10:56 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Anita Carachure
[redacted]@gmail.com

[redacted]

From: Peter Rocca
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 1:14:29 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Peter Rocca
[redacted]@outlook.com

[redacted]

From: Michael Gorospe
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 1:48:55 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Michael Gorospe

Michael Gorospe
[redacted]@yahoo.com

[redacted]

From: Rachelle Arslan
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 1:56:26 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Rachelle Arslan
[redacted]@yahoo.com
[redacted]
[redacted]

From: Rachelle Arslan
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 1:57:06 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

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If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Rachelle Arslan

Rachelle Arslan
[redacted]@yahoo.com
[redacted]

From: Francisca Salazar
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 2:08:30 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Francisca Salazar
[redacted]@yahoo.com
[redacted]
[redacted]

From: James Salazar
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 2:09:15 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

James Salazar
[redacted]@yahoo.com
[redacted]
[redacted]

From: Jennifer Malins
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 2:15:44 PM

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Metro Board Members c/o Metro Board Clerk,

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If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Jennifer

Jennifer Malins
[redacted]@gmail.com
[redacted]

From: Anna-Jane Tabler
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 2:19:17 PM

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Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Anna-Jane Tabler
[redacted]@gmail.com
[redacted]
[redacted]

From: Mia Trachinger
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 2:19:51 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Mia Trachinger
[redacted]

From: Paris Eley
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 2:35:04 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

To whom it may concern-

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Paris

Paris Eley
[redacted]

From: Robin Blackman
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 3:16:23 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Why is this crooked scheme even getting looked at? Are you guys at Metro also getting paid off like the community surrounding the gondola. We know McCourt has done many payouts buying school team uniforms getting into business deals with homeboy industries.. etc. etc..
Signed,
Robin Blackman

Robin Blackman
[redacted]

From: Caleb Rosen
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 4:10:10 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Caleb Rosen
[redacted]@gmail.com

[redacted]

From: Tori Kjer
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 8:22:45 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Tori Kjer
[redacted]@lanlt.org
[redacted]

From: Josephina Sykes
To: Board Clerk
Subject: (EXTERNAL) AGAINST
Date: Wednesday, November 26, 2025 3:50:35 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Hello-

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Josephina Sykes

From: Karen Stasevich
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 1:01:33 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

The entire City Council voted to stop the gondola, are you really going to do this when the public, especially those directly impacted by the project, overwhelmingly opposes it? Give us real public transit, not a private tourist trap to profit a billionaire. Think about who you serve and what kind of world you're building.

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Karen Stasevich
[redacted]@gmail.com
[redacted]
[redacted]

From: Hayk Makhmuryan
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 1:02:44 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Hayk Makhmuryan
[redacted]@gmail.com

[redacted]

From: Roger Hermann
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 1:07:27 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Roger Herman

Roger Hermann
[redacted]@ucla.edu
[redacted]
[redacted]

From: Elizabeth Barrios
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 1:08:06 PM

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Metro Board Members c/o Metro Board Clerk,

I am writing you today as a local community member who opposes the Gondola project. I am asking you to oppose the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

The Gondola does not serve or benefit the local community or Los Angeles. And in fact, it consistently shows it is a complete burden on the local community. It is a private for-profit project that benefits one person and his company. Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Elizabeth Barrios
[redacted]

From: MERLE FREEMAN
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 1:09:12 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

MERLE FREEMAN
[redacted]@gmail.com
[redacted]
[redacted]

From: Dawnn Winter
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 1:20:22 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Dawnn Winter
[redacted]
[redacted]

From: Sofia Munoz
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 1:34:29 PM

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Metro Board Members c/o Metro Board Clerk,

We should not have to pay for this gondola. Especially for a CEO that supports ICE. Latinos are a huge economic aid to both the dodgers and the tap fares. Use the money to help infrastructure and the community instead!! Nobody needs or wants this!! Taxpayers shouldn't have to pay for a CEOs business ventures. It's giving broke behavior.

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Sofia Munoz
[redacted]@gmail.com

[redacted]

From: Celeste Hong
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 1:42:55 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Celeste Hong
[redacted]@gmail.com
[redacted]
[redacted]

From: Shawn Sites
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 1:57:07 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Shawn Sites
[redacted]t
[redacted]
[redacted]

From: Tim O"Brien
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 2:09:13 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Tim O'Brien
[redacted]

From: Laura Cambonchi
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 2:14:49 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Laura Cambonchi
[redacted]@gmail.com

[redacted]

From: declan fitzpatrick
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 2:16:31 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

declan fitzpatrick
[redacted]
[redacted]

From: Danton Miller
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 2:16:45 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Danton Miller
[redacted]

From: Jesus Estrada-Martinez
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 2:23:21 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Jesus Estrada-Martinez
[redacted]
[redacted]

From: Mingjia Chen
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 2:25:10 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Mingjia Chen
[redacted]@outlook.com

[redacted]

From: Stephen Johnson
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 2:52:02 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Stephen Johnson
[redacted]

From: Nanci Ochoa
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 2:56:48 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Nanci Ochoa
[redacted]

From: Stephanie Weck
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 3:06:41 PM

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Metro Board Members c/o Metro Board Clerk,

Dear Metro Board Members,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Stephanie Weck

Stephanie Weck
[redacted]@gmail.com

[redacted]

From: Marco Aguilera
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 3:09:18 PM

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Metro Board Members c/o Metro Board Clerk,

Dodger stadium does NOT need a gondola. The proposed capacity will be completely unnoticable in traffic volume. This is clearly just a scam so Frank Mccort can build a universal city walk up there. That bastard billionaire does not need citizedn or city handouts. I am strongly opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Marco Aguilera
[redacted]@hotmail.com
[redacted]

From: SANDRA NEEDS
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 3:29:21 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

SANDRA NEEDS
[redacted]@gmail.com
[redacted]
[redacted]

From: Ralph Ramirez
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 3:30:01 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Ralph Ramirez
[redacted]@gmail.com
[redacted]
[redacted]

From: Carlos Flores
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 3:35:17 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Carlos Flores
[redacted]
[redacted]

From: Jinsoo An
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 3:46:16 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Jinsoo An

Jinsoo An
[redacted]

[redacted]

From: Josephina Sykes
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 3:48:03 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Josephina Sykes
[redacted]@yahoo.com
[redacted]
[redacted]

From: Robert Landis
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 4:04:00 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Robert Landis
[redacted]@gmail.com
[redacted]
[redacted]

From: Connie Wong
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 4:04:09 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Connie Wong
[redacted]@yahoo.com
[redacted]
[redacted]

From: Ricardo Rizo
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 4:08:29 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Ricardo Rizo
[redacted]gmail.com
[redacted]
[redacted]

From: Jenna Cobb
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 4:38:59 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Jenna Cobb
[redacted]@gmail.com
[redacted]
[redacted]

From: Breanne Miranda
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 5:02:34 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Breanne Miranda
[redacted]@gmail.com

[redacted]

From: John Hemer
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 5:04:29 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Open space, once lost can rarely be regained. Please deny this ridiculous ego and greed driven project!

Signed, John & Donna Hemer

John Hemer
[redacted]@aol.com
[redacted]
[redacted]

From: Edward Costello
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 5:23:35 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Edward Costello
[redacted]@aol.com
[redacted]
[redacted]

From: Neva Lunine
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 5:25:46 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Neva Lunine
[redacted]@gmail.com

[redacted]

From: Robin Blackman
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 5:38:22 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns. Is Frank McCourt funneling money to some of the members on the metro board?

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Robin Blackman

Robin Blackman
[redacted]@gmail.com
[redacted]
[redacted]

From: Eric Adams
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 6:05:53 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Eric Adams

Eric Adams
[redacted]@GMAIL.COM
[redacted]

From: Matthew Dubois
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 6:35:15 PM

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Metro Board Members c/o Metro Board Clerk,

I live a couple blocks from dodger Stadium and I think there's gondola is a terrible idea. It won't lessen traffic at all. When a game is over and the Dodgers fans wanna leave how many would actually fit on a gondola. We better to have electric buses and dedicated bus lanes all the way to the stadium cheaper and better

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Matthew DuBois

Matthew Dubois
[redacted]@sbcglobal.net
[redacted]

From:	Katie Antonsson
To:	Board Clerk
Subject:	(EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date:	Wednesday, November 26, 2025 6:46:42 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Extremely disappointing, I expect more from the leaders of this city.

Signed,
K Antonsson

Katie Antonsson
[redacted]

[redacted]

From: Dane Giesregen
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 7:04:36 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Dane Giesregen

Dane Giesregen
[redacted]

From: Susana Zhong
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 7:33:53 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Susana Zhong

Susana Zhong
[redacted]@gmail.com

[redacted]

From: Vignette Ching
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 7:37:56 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Vignette Ching
[redacted]@gmail.com

[redacted]

From: Molly Lazar
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 7:47:43 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Molly

Molly Lazar
[redacted]@gmail.com
[redacted]
[redacted]

From: Richard Dawson
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 8:00:15 PM

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Metro Board Members c/o Metro Board Clerk,

I oppose certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Richard Dawson
[redacted]@att.net
[redacted]
[redacted]

From: Selina Ho
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 8:10:42 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Selina Ho
[redacted]@gmail.com
[redacted]
[redacted]

From: Scott Guitteau
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 8:14:57 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Scott Guitteau

Scott Guitteau
[redacted]@earthlink.net

[redacted]

From: Jessica Wang
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 8:32:14 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

I'm a long time community member of Chinatown where I started my small food business as a pop-up in 2017. I was a vendor at the LA RIver Farmers' Market at the LA State Historic Park, and will soon be opening my first brick and mortar store, a neighborhood market. I am here to stand with the people living and working in the communities who would be negatively impacted by the gondola.

If built, the gondola will damage our beloved LA State Historic Park, and clog our neighborhoods with cars to benefit billionaire Frank McCourt and the Dodgers enterprise. If this gondola is built, our daily lives will be disrupted 365 days of the year for the entertainment of Dodgers fans whose basic needs and wellbeing does not depend on attending games and events at the stadium. Neither a rich man's profit making scheme, nor sports fans' entertainment pleasure should justify the dismissal of an entire community's safety and peace.

Please choose people over profit. Thank you.

Signed,

Jessica Wang
[redacted]@gmail.com

[redacted]

From: Trudi Anderson
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 8:34:13 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to a project which takes public park space, will be used only intermittently, will dangle people in gondolas above a major freeway and not be an asset to the people in the immediate area.
Trudi Anderson

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Trudi Anderson
[redacted]@yahoo.com

[redacted]

From: Daisy Quinones
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 9:08:44 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Daisy Quinones
[redacted]@yahoo.com

[redacted]

From: Silvia Sosio
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 9:41:57 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.
Respectfully,
Silvia Sosio
sosios2017@gmail.com

Signed,

Silvia Sosio
[redacted]@gmail.com
[redacted]

From: Ann Dorsey
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 10:16:27 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Ann Dorsey
[redacted]@hotmail.com
[redacted]
[redacted]

From: Juli Kanf
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 11:52:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16). Metro should listen to the citizens of Los Angeles who do not need or want a gondola that will cost millions of dollars for nothing that the city needs. It is just a pet project of a millionaire developer. Metro should stop wasting our city's time and money on this wasteful and unnecessary project.

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Juli Kanf
[redacted]@sbcglobal.net
[redacted]

From: Sophat Phea
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 1:30:57 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Sophat Phea
[redacted]@gmail.com
[redacted]
[redacted]

From: Neil Wedge
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 7:20:15 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Neil Wedge

Neil Wedge
[redacted]@gmail.com
[redacted]
[redacted]

From: Allen Glass
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 7:33:07 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Allen Glass

Allen Glass
[redacted]@piercecollege.edu
[redacted]

From: Rick Teplitz
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 8:45:11 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Rick Teplitz
[redacted]@earthlink.net
[redacted]
[redacted]

From: Lindsey Nelson
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 9:29:21 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Lindsey Nelson
[redacted]@yahoo.com

[redacted]

From: Shikha Bhatnagar
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 9:51:16 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

As a resident and homeowner in downtown Los Angeles, I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

In this time of economic uncertainty, it would behoove the leaders of our city and county to be responsible with taxpayer dollars and to LISTEN to the voices of voting constituents who live in the communities you are proposing to disrupt for a vanity project.

We will hold Metro accountable for failing to listen to the people of Los Angeles and their elected officials.

Signed,
Shikha Bhatnagar
[redacted]
[redacted]@rocketmail.com
[redacted]

Shikha Bhatnagar
[redacted]@rocketmail.com

[redacted]

From: Robin Fong
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 9:58:38 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Robin Fong

Robin Fong
[redacted]@gmail.com
[redacted]

From: Jon Christensen
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 12:26:30 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Jon Christensen
[redacted]@gmail.com
[redacted]
[redacted]

From: Alicia Salazar
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 3:38:25 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Alicia Salazar
[redacted]@gmail.com
[redacted]
[redacted]

From: Minerva Flores
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 3:53:19 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Minerva Flores
[redacted]@gmail.com
[redacted]
[redacted]

From: Beatriz Tello
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 3:55:34 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Beatriz Tello
[redacted]@gmail.com
[redacted]
[redacted]

From: Jennifer Malins
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 5:56:47 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Jennifer Malins
[redacted]@gmail.com
[redacted]
[redacted]

From: Michelle Richter
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Thursday, November 27, 2025 10:33:05 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Michelle Richter
[redacted]

Michelle Richter
[redacted]@gmail.com

[redacted]

From: stephanie scott
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 7:19:54 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Stephanie Scott

stephanie scott
[redacted]@gmail.com
[redacted]
[redacted]

From: Andrew Vought
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 7:34:07 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

LA METRO _ STOP SELLING OUT ANGELENOS! BUILD TRANSIT, DON'T DO FAVORS FOR BILLIONAIRES WHICH WILL TAX ANGELENOS!

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Andrew Vought
[redacted]@gmail.com

[redacted]

From: Robert Parra
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 9:00:01 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Robert Parra
[redacted]

From: Valerie Morishige
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 11:45:17 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Valerie Morishige
[redacted]@gmail.com
[redacted]
[redacted]

From: Phiip Murphy
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 12:45:16 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Phiip Murphy
[redacted]@gmail.com
[redacted]
[redacted]

From: Cayla McCrae
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 1:00:16 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am OPPOSED to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Cayla McCrae

Cayla McCrae
[redacted]@gmail.com
[redacted]
[redacted]

From: Brandon Schwartzel
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 1:16:18 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Brandon Schwartzel

Brandon Schwartzel
[redacted]@gmail.com
[redacted]

From: Leslie Soto
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 2:11:08 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Leslie Soto
[redacted]@hotmail.com
[redacted]
[redacted]

From: Gavin Brennan
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 2:50:19 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Gavin Brennan

Gavin Brennan
[redacted]@gmail.com
[redacted]
[redacted]

From: Jack Humphreville
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 3:29:38 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Jack Humphreville
[redacted]@gmail.com

[redacted]

From: Marion Siu
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 3:31:49 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Marion L Siu

Marion Siu
[redacted]@gmail.com
[redacted]
[redacted]

From: Yvonne Salazar
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 5:03:04 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Yvonne Salazar
[redacted]@icloud.com

[redacted]

From: Katherine Markova
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 5:43:06 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

Thank you

Katherine Markova
[redacted]@gmail.com
[redacted]
[redacted]

From: Dinajreeah Morrah
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 7:36:02 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Dinajreeah Morrah
[redacted]@gmail.com

[redacted]

From: Jared Jeffries
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 8:18:14 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

Listen up. I'm an actual resident of echo park and not some billionaire who wants to build a crap boondoggle.

Stop the gondola. Do not approve the Environmental report. This guy is going to build a crap product and then abandon it, while keeping the development he uses it to justify. I've seen it happen over and over in other towns that allow a riverboat or a monorail or a people mover or a tramway at the behest of some rich businessman.

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Jared Jeffries
[redacted]@gmail.com

[redacted]

From: Lionel Mares
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 8:33:32 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Lionel Mares
[redacted]@outlook.com
[redacted]
[redacted]

From: Lionel Mares
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 8:41:10 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Lionel Mares
[redacted]@outlook.com
[redacted]
[redacted]

From: Lucy Xue
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 10:36:02 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Lucy Xue
[redacted]@gmail.com
[redacted]
[redacted]

From: EMILY GAWRONSKI
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 11:28:24 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

This project is deeply flawed and will negatively affect our community.

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Emily Gawronski

EMILY GAWRONSKI
[redacted]@gmail.com
[redacted]
[redacted]

From: Noah Hrung
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Friday, November 28, 2025 11:47:20 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Noah Hrung
[redacted]
[redacted]

From: Roger Herman
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 5:59:58 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Roger Herman, Prof

Roger Herman
[redacted]@ucla.edu
[redacted]
[redacted]

From: Ella Coffey
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 8:03:28 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Ella Coffey
90404

Ella Coffey
[redacted]

From:	Robert Jacobson
To:	Board Clerk
Subject:	(EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date:	Saturday, November 29, 2025 8:14:52 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

Signed,

Robert Jacobson
[redacted]

From: Amanda Chen
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 9:57:41 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Amanda Chen
[redacted]@gmail.com

[redacted]

From: Donald Sloper
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 10:44:47 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

My comments about the negative impact on historic El Pueblo and Olivera Street have been ignored as Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Donald Sloper
[redacted]

From: Ellie Brayton
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 11:02:18 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Ellie Brayton

Ellie Brayton
[redacted]@icloud.com

[redacted]

From: eriyamage@gmail.com
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 11:13:17 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

[redacted]@gmail.com

,

From: Matthew Alvarez
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 11:14:24 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Matthew Alvarez
[redacted]@gmail.com

[redacted]

From: Alitta Ayala
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 11:51:54 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Alitta Ayala
[redacted]@gmail.com

[redacted]

From: Gary Xia
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 12:24:30 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Gary Xia
[redacted]@gmail.com

[redacted]

From: cindyslin91@gmail.com
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 12:34:43 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

[redacted]

From: Gabriel McCormick
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 12:35:09 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Gabriel McCormick

Gabriel McCormick
[redacted]@gmail.com

[redacted]

From: MJ Young
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 1:08:53 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

MJ Young

MJ Young
[redacted]@gmail.com

[redacted]

From: Gavin Brennan
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 1:43:55 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Gavin Brennan

Gavin Brennan
[redacted]@gmail.com
[redacted]
[redacted]

From: Richard Ahn
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 1:50:51 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Richard Ahn
[redacted]@gmail.com

[redacted]

From: Charles Savinar
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 5:18:48 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Charles Savinar
[redacted]@gmail.com

[redacted]

From: Parker Loris
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 6:14:29 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

I worry that the construction and existence of the Gondola will negatively impact the lives of the people who call the areas it will grind over home. Many people are already barely surviving and I believe erecting the Gondola will continue to raise housing prices, cause more traffic, and create an untenable economic environment. Please listen to your constituents in the neighborhoods you are supposed to be representing, we are saying NO to the Gondola!

Signed,
Parker Loris

Parker Loris
[redacted]@gmail.com

[redacted]

From: Erin Huntley
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Saturday, November 29, 2025 10:54:55 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Erin H

Erin Huntley
[redacted]

[redacted]

From: T L
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - 12/4/25 Metro Board Meeting
Date: Sunday, November 30, 2025 10:39:19 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Hilda Solis keeps touting the Community Benefits agreement, which is just an outline that was negotiated behind closed doors with ZERO input from the Community. It's toothless and nobody needs a free ride to an empty stadium just to look down into my backyard.

True Dodger fans remember the Frank McCourt years and have said that they will never ever ride the gondola or give McCourt their support.

The EIR and SEIR are both flawed, and the deception coming from LAART and ZET are sad. What's worse is that the Metro Board has let it continue, despite mass opposition and better alternatives. This won't fix traffic, clean the air, or make life better for our children or our children's children.

With truth and urgency,
TL
Chinatown resident

T L
[redacted]

From: Sean Murphy
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Sunday, November 30, 2025 6:46:32 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Sean Murphy
Echo Park Resident

Sean Murphy
[redacted]@gmail.com
[redacted]
[redacted]

From: Carolyn Olney
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Sunday, November 30, 2025 9:02:07 PM

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Metro Board Members c/o Metro Board Clerk,

I previously let you know I am opposed to the Gondola project and am now letting you know I an opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

This is a BOONDOGGLE project for Frank McCourt!

Metro has misled the public and disrespected our comments and concerns. Many of you have no constituents you report to so to feel like you can get by with these shenanigans.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Carolyn Olney
[redacted]@gmail.com
[redacted]

From:	Kaz Tanaka
To:	Board Clerk
Subject:	(EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date:	Sunday, November 30, 2025 9:51:12 PM

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Dear Metro Board Members,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

From:	Kaz Tanaka
To:	Board Clerk
Subject:	(EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date:	Sunday, November 30, 2025 9:55:27 PM

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Dear Metro Board Members,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

From: Nina Pekarek
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 8:09:32 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Nina Pekarek
[redacted]@aol.com

[redacted]

From: Aaron Cabral
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, November 26, 2025 12:59:18 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Aaron Cabral
[redacted]@gmail.com

[redacted]

From: Christine Veliz
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED
Date: Wednesday, November 26, 2025 2:52:33 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

It's disheartening to see how Metro and LA officials are hardened to the true needs of the city and its people. Money surely has corroded this country's potential. It's hard to watch the lengths at which the community has to push back to stop this selfish and greedy plot from carrying out. Please stand for and with the people. LA Historic park, Chinatown, all soon to be relics. Distributed to see this happen in real time. I hope the people win this battle.

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Christine

Christine Veliz
[redacted]@gmail.com

[redacted]

From: T L
To: Board Clerk
Subject: (EXTERNAL) Agenda item #16 – Santa is OPPOSED TO LA ART GONDOLA - Dec. 4, 2025 Metro Board Meeting
Date: Sunday, November 30, 2025 10:53:36 AM

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Metro Board Members c/o Metro Board Clerk,

I, Santa Claus (c/o T. Ling), am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Santa says: "Nope, nope, noooope! The Metro Executive Committee has been very naughty. How many more names do I need to add to this long list? Only sugarplum Janice goes on my 'Nice List.'"

Don't disappoint Santa this year, he's had enough heartache since all the little boys and girls can't ride their bikes safely because Metro doesn't implement all require bike lanes under HLA. What about Santa and all the other folks who work all night and need to sleep during the day? Santa might miss Xmas for 2 years if you approve the gondola and there's construction noise all day long. He's also afraid for Rudolph and the others because the GONDOLA WOULD FLY SO LOW OVER ROOFTOPS that his sleigh might get tangled up in the cables. Help Santa!!! Save Rudolph!!!

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

SANTA will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Santa Claus

T L
[redacted]@gmail.com
[redacted]

[redacted]

From: Richard Mirisch
To: Board Clerk
Subject: (EXTERNAL) File #: 2025-0953/Item 16
Date: Wednesday, November 26, 2025 4:39:49 PM

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To whom it may concern:

I am writing to OPPOSE the Gondola Project.

This will negatively impact the community and the park near Dodger stadium.

It will not impact the traffic in and out of Dodger stadium in any substantial way either.

It's a gimmick and a money grab.

PLEASE do NOT approve this proposed project.

Thank you,

Richard Mirisch

From: Laurie
To: Board Clerk
Subject: (EXTERNAL) Gondola
Date: Wednesday, November 26, 2025 4:35:38 PM

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Dec 4, 2025
2025-0953
Item 16
LA Aerial Rapid Transit EIR Report

Please pull from the Consent Calendar and discuss.
This is trophy project for McCourt who owns the Dodger Stadium Parking Lots.
Please VOTE NO.

Sincerely,
Laurie Kelson
[redacted]

From: Faraz Aqil
To: Board Clerk
Subject: (EXTERNAL) Item #16 - Against - Dec 4 2025 BOD Meeting
Date: Saturday, November 29, 2025 12:23:18 PM

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Hello LA Metro. My name is Faraz, I'm a resident of Downey who uses LA Metro buses and trains daily, and I oppose the approval of the SEIR and the Dodgers Gondola project.

I do not approve of how rushed (railroading) this community engagement process has been regarding the SEIR. There was only 1 Public Hearing (with no in-person opportunity for those wanting to give public comments in-person and for those who aren't tech savvy) and not everyone may have been available attend on that day at 5pm. But even so, that public hearing had so many public commenters, that they had to extend the meeting beyond the original end time. Public commenters were only given less than 24-hrs to read over the release of the Final SEIR just before the Nove 20th Executive Committee Meeting. Not to mention how rushed the Nov 20th Executive Committee meeting was forcing everyone to speak within 30 seconds and only limiting total public comment to 1 hour. Again, this all feels very rushed/railroading like LA Metro doesn't want to hear from the public.

Regarding the public commenters I've been hearing, those within LA Chinatown (especially Mandarin/Cantonese speakers) are against the Gondola project. But it appears those showing up saying they support the Gondola project are mostly from San Fernando Valley and the group has mentioned in past meetings that they were given Dodger tickets to show up to say they support the Gondola project. Not to mention many of those public commenters supporting the gondola who do not take public transportation will have to park either at Union Station or at the Chinatown Gondola Station (which means this will make traffic at Chinatown much worse since you're just moving portions of Dodger Stadium car traffic next to the gondolas stations). And for the few saying they would take Metrolink to a gondola station, they either don't know what they're talking about or do not use Metrolink, because I know that Metrolink has poor frequencies and once it becomes night time or the weekends, it starts cutting/ending service. Just recently in this year's Dodgers World Series 18-inning game (Game 3), that game went all the way to midnight where both LA Metro & Metrolink train service ended for the night. But while LA Metro was kind enough to extend their service until Dodgers fans left the stadium, those who took Metrolink would have been stranded (since Metrolink refused to extend service). Just something I want LA Metro to keep in mind when you hear those who say they'll take Metrolink to the Gondola station.

But my main reason why I oppose this project is because I want LA Metro to focus on better public transportation to the Dodger Stadium such as better Dodger Express bus frequencies, bus lanes, building a much easier (and less sketchy) pedestrian access way connecting the east side of the Stadium to LA State Historic Park/A (Blue) Line Chinatown train station, and to ultimately build an underground train connecting Union Station with Dodger Stadium via an extension from the Southeast Gateway rail line (trains are the best transportation option that can actually help lessen car traffic in Chinatown).

I am also against the taking away LA State Historic Park space from residents. As much as the project claims it will make this up by planting more trees, it can never make up for the loss space that the community had been fighting for many years and it's a much needed park space (since that area is a very industrialized area with almost no other park space available to local residents).

And lastly, the projected 5,000 riders per an hour per direction is an over estimation because it over

estimates that 30 to 40 riders will enter and exit the cabins with no delays at 23 seconds consistently. Plus there will be waiting queues of over 1 hour just to get into a gondola cabin (especially after a game when there is a rush of attendees leaving).

Please listen to Metro Board member Janice Hahn and the LA City Council who have already voted to disapprove the Final SEIR and have mentioned how they disapprove of the Gondola project. But either way, without LA City Council's approval on land use/permits, this project will be dead in the water, so it will be interesting to see how each LA Metro Board will vote on this to see if they are on the side of the people of Chinatown (and what's left of Chavez Ravine), or on the side of Frank McCourt and those wanting the weakest form of public transit to/from Dodger Stadium (even though we LA County residents deserve public transit much better than a gondola). Again, there are much better transportation alternatives for people like us who want to take public transit to and from Dodger Stadium (improving buses, underground trains, and better pedestrian access).

Thank you for your time.

Sincerely,
Faraz Aqil

From: Dan Gould
To: Board Clerk
Subject: (EXTERNAL) LA ART Final Supplemental EIR
Date: Saturday, November 29, 2025 5:04:55 PM

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To whom it may concern:

I am a community member and Los Angeles resident with no financial interest either way in the LA ART project.

You should approve this project. As the EIR shows, the potential negative impacts are tiny. Someone else is paying to build public transit where we otherwise won't have any. It may not be a huge impact, but every little bit helps.

Go forth,
Daniel Gould

From: Pauletta Pierce
To: Board Clerk
Cc: stopthegondola@gmail.com
Subject: (EXTERNAL) Opposed to the Gondola Project
Date: Friday, November 28, 2025 10:37:11 PM

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Hello,

My name is Pauletta Pierce, and I am a resident of Chinatown. I am writing to express my strong opposition to the Gondola Project. I believe this proposal raises several serious concerns that make it unreasonable for our community.

• Community Needs: Our neighborhood is already struggling with issues related to the unhoused population, whose needs are not being adequately addressed. This neglect leaves our elderly and children particularly vulnerable.
• Safety Risks: The gondola would glide directly over the Metro A Line. During construction, falling debris could cause significant delays for commuters traveling to and from work, creating unnecessary hazards and disruptions.
• Copper Theft: The county continues to face widespread problems with copper theft. This project would likely attract and exacerbate this criminal activity.
• Environmental Impact: Most importantly, the gondola would disturb the local ecosystem in ways that could have irreversible consequences.
For these reasons, I urge decision-makers to reconsider this project and prioritize solutions that truly serve and protect our community.

Sincerely,
Pauletta Pierce

From: Nathaniel Osollo
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:51:12 PM

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Metro Board Members c/o Metro Board Clerk,

We should all be, and I am VERY opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro ultimately responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Nathaniel Osollo
[redacted]@aol.com

[redacted]

From: Chloë H
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 8:31:50 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Chloë H
[redacted]@gmail.com

[redacted]

From: Alexandra Formella
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 7:37:02 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Alexandra Formella
[redacted]@aol.com

[redacted]

From: Yessica Mendez
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 2:52:10 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Yessica Mendez
[redacted]@yahoo.com

[redacted]

From: Maria Dexina Llenado
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 2:16:52 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Maria Dexina Llenado
[redacted]@hotmail.com
[redacted]
[redacted]

From: Dinajreeah Morrah
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 12:31:35 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Dinajreeah Morrah
[redacted]@gmail.com

[redacted]

From: J jesus Cardona
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:54:56 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

J jesus Cardona
[redacted]@gmail.com
[redacted]
[redacted]

From: Melissa Finell
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:16:11 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Melissa Finell
[redacted]
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:15:04 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

[redacted]

[redacted]

From: Andy Wong
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 10:06:51 PM

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Metro Board Members c/o Metro Board Clerk,

I've been a Dodger fan since I was kid growing up in LA and I share season tickets. Even if the gondola decreases car traffic around the stadium, I'd much rather see money spent towards making the Dodger Stadium Shuttle even better or to improve the pedestrian and cycling infrastructure around the Stadium. (I haven't driven and parked at Dodger Stadium in over 15 years. I've taken the shuttle from Union Station many times to games. I have the privilege of being able to walk to the Stadium now but have also ridden my bike.)

There are other ways to address congestion around Dodger Stadium. The gondola is not worth the negative impacts on the residential community including those who would live under its path. I live around the Stadium and may benefit from a decrease in car traffic with this gondola. Even with that, I still strongly oppose it.

Please listen to the concerns of the many people who have expressed to the Board all the reasons why they oppose this project. Failing to do so would further tarnish Metro's reputation and credibility with Angelenos including those who do not use Metro because of a lack of trust and cynicism that will be increased by the certification of this EIR.

Additionally, I also love LA State Historic Park and it has been my main park for many years. After considering its impact, I don't want this gondola to affect the beauty and enjoyment of our park that so many people have worked so hard to build and nurture.

Finally and again as a Dodger fan who remembers the Frank McCourt ownership of the Dodgers, I don't want to enrich him further with this gondola and possibly support any future real estate projects involving him and the parking lots he still controls

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public

process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Andy Wong

Andy Wong
[redacted]

[redacted]

From: Gerardo Sanchez
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 9:45:07 PM

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Metro Board Members c/o Metro Board Clerk,

Listen to the public and stop this blatant money grab.

This gondola isn't for anyone in the community. It is a vanity project and little else.

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Gerardo Sanchez
[redacted]@gmail.com
[redacted]
[redacted]

From: Ann Dorsey
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 9:44:37 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Ann Dorsey
[redacted]@hotmail.com
[redacted]
[redacted]

From: Carol Kamjou
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 9:41:20 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Carol Kamjou
[redacted]@yahoo.com

[redacted]

From: Isel Cuapio
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 8:38:23 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Isel Cuapio
[redacted]@gmail.com

[redacted]

From: Jacob Montag
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 8:37:37 PM

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Metro Board Members c/o Metro Board Clerk,

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If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Jacob Montag

Jacob Montag
[redacted]@gmail.com

[redacted]

From: Diana Ambrosio
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 7:58:16 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Diana Ambrosio

Diana Ambrosio
[redacted]@gmail.com

[redacted]

From: Alejandro Fernandez
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 7:51:13 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Alejandro Fernandez
[redacted]@gmail.com

[redacted]

From: Tim O"Brien
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 7:16:13 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Tim O'Brien
[redacted]@aol.com
[redacted]
[redacted]

From: KATHLEEN MURPHY
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 7:08:03 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

KATHLEEN MURPHY
[redacted]@gmail.com
[redacted]
[redacted]

From: andrea martinez
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 6:49:11 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Andrea Martinez

andrea martinez
[redacted]@gmail.com
[redacted]
[redacted]

From: Michelle Rivera
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 6:38:35 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Michelle

Michelle Rivera
[redacted]@gmail.com
[redacted]

From: Laura Adams
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 5:51:37 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro and Mayor Bass have seemingly ignored our comments and concerns and the City Council's opposition to the project.

We the people of this city have many problems to worry about with the effects of the decline of the film business, the pandemic, the fires, homelessness, public safety, an economic downturn, tariffs, the federal government, immigration policy, the rising cost of living, the potential loss of our way of life, etc. We can go to the park to get a break from the stresses of life. Instead, we have to constantly worry that the one beautiful park we have will be taken away from us for someone's intrusive project. We have enough to worry about. Please give us a break and stop this gondola proposal. Let us do something more productive with our time and space.

We will hold Metro and Mayor Bass responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Laura Adams

Laura Adams
[redacted]@yahoo.com
[redacted]
[redacted]

From: Noemi Garcia
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 5:34:50 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Noemi Garcia
[redacted]@sbcglobal.net
[redacted]
[redacted]

From: Jamie Ehrlich-Simm
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 5:13:35 PM

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Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Jamie Ehrlich-Simm
[redacted]@gmail.com
[redacted]
[redacted]

From: Jennifer Kao
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 5:02:32 PM

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Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Jennifer Kao
[redacted]@gmail.com

[redacted]

From: Xochitl San Vicente
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Monday, December 1, 2025 4:51:39 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Xochitl San Vicente

Xochitl San Vicente
[redacted]@gmail.com

[redacted]

From: Erin Castuera
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 9:57:08 AM

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Metro Board Members c/o Metro Board Clerk,

I am a resident of district 13 and I live in Echo Park. My day to day life would be negatively impacted by the construction, operation and maintenance of the proposed gondola. I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Erin Castuera

Erin Castuera
[redacted]l@icloud.com

[redacted]

From: Will Finch
To: Board Clerk
Subject: (EXTERNAL) FOR Item 16, Regular Board Meeting 12/4/25
Date: Monday, December 1, 2025 10:35:52 PM

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I would like to submit my comment for the Dodgers' Stadium gondola:

This is a much needed project for Los Angeles. It would benefit all Angelenos by providing another option for getting to Dodgers' games rather than dealing with the traffic and the huge parking lot. The concern about noise from construction, while understandable, is a temporary concern that should not prevent a project that will benefit all of Los Angeles.

From: Sue Lai
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #6 - December 4, 2025 Board Meeting: OPPOSE - LA ART Gondola
Date: Wednesday, December 3, 2025 12:42:26 PM

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Dear MTA Board Members:

My late husband was a member of the Chinatown Yards Alliance, a coalition of MANY community and environmental groups, along with the Tongva-Gabrielino people. The coalition successfully fought the politically-backed warehouse development proposed by developer Majestic Realty some 25 years ago for the site called the "Cornfield." THOSE warehouses are now in the Inland Empire, causing havoc to those communities. There is now a 2nd struggle at the same site, now the LA State Historic Park ("Park").

The Gondola Project wants 2 acres from the 32-acre Park. Please VOTE "NO" on the item before you!! There is NO SOCIETAL VALUE in the Gondola Project; there is MONETARY VALUE FOR ONLY FRANK McCOURT!! If you look carefully "under the hood" of the Project, there are many TENUOUS "pie in the sky" benefits. Do NOT ALLOW Mr. McCourt to TAKE 2-acres (6+%) from the 32-acre hard fought scarce green-space.

The TAXPAYERS ARE STILL PAYING for bond that financed the $30M+ settlement for the 32 acre Cornfield with MAJESTIC REALTY. Now, after 25 years, the $30M+ likely total $100M+ considering underwriting and interest costs!! It is UNCONSCIONABLE that a billionaire would take 2-acres of publicly owned land for private development. STOPthe give-away!!

PLEASE preserve the legacy of the Alliance, the legacy of Lewis McAdams, founder of the Friend's of LA River, Robert Garcia, environmental justice attorney, Alicia Brown, Solano Canyon activist, that of my husband and many others.

MY GENERATION fought the warehouses!!

HELP THIS GENERATION fight the gondola!!

HELP THE NEXT GENERATION, GIVE THEM an anchor to CONNECT with themselves, with the HISTORY of the City of the Angels, with the Zanja-Madre of the Tongva-Gabrielino people, the 18th century wine grapevines of the Padres of El Pueblo, the history of the 19th century Southern Pacific Railroad Station. ALLOW THE NEXT GENERATION TO CONNECT with Nature WITHOUT the "bling" and distractions created by man.

Mr. McCOURT may P-R-A-Y on the land, but NOT P-R-E-Y upon the land.

Thank you.
Susan Lai
Sent from my iPhone

From: ron frank
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – I *OPPOSE* LA ART"s GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 4:10:32 PM

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Metro Board Members c/o Metro Board Clerk,

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Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

ron frank
[redacted]@roadrunner.com

los angeles, California 90086

From:	T L
To:	Board Clerk
Subject:	(EXTERNAL) agenda item #16 – 51 Local Business Owners OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date:	Wednesday, December 3, 2025 3:24:07 PM

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Metro Board Members c/o Metro Board Clerk,

51 local business owners in Olvera Street, Chinatown, and LA River Farmers Market are opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

These businesses have said that they cannot afford to withstand the 2 years of construction noise, vibrations, and road closures that will drive foot traffic away. If built, congestion would remain in the form of Dodgers fans driving downtown to board the gondola.

The gondola proposed by LAART does not support small businesses. Despite LAART's denial, these business owners fear from experience, that the entirety of its construction is centered around Frank McCourt's development of the Dodgers parking lots into retail spaces, meant literally to ferry passengers past their businesses to get to the ones that he has a stake in.

These 51 business owners urge Metro to stop this project now. Alternatives exist that address traffic and parking issues that are better for Dodger fans and our local businesses. The framework for the Community Benefits Agreement is smoke and mirrors, totally unfunded, and is unenforceable.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Glenn SooHoo, Phoenix Imports
Cristian Rodriguez, Syndicate LA
Daniel Castaneda, Syndicate LA
Minh Diep, Gigo's Cafe & Deli
Judy, Hop Woo BBQ
Stan Woo, Wynn Optical Express
Su Ling Lai, Jade Wok
Phung Hua, 268 Fashion Inc.

Jenny Hoan, Hiep Phat
Van L., Vandy Hand Bag
Mai Tu, Dynasty Center #139
Than W., Dynasty Center #139
Kiu Gip, Than Huu Restaurant
Alteration & Dry Clean, 821 N. Spring St.
Kawaii, 821 N. Spring St.
Yan Wei, 821 N. Spring St.
Jackie, Yan Lee Fashion
Kenny L., Ling Ling BBQ
Anni Ma, 88 Gift Shop
Li P., 311 Ord
Yiufeng Liang, Wonder Bakery
Linda Ke, Linda's Video & Gift Shop
Michelle Liu, Zen Mei Bistro
Ken Wong, East Garden & Quickly
Simon Lam, Hong Kong Import Co.
Anh Tran, A&K Gift & Fashion
Allen Wong, 742 N. Broadway #B
Pete Martinez, E-21 Olvera Street
Carmen, Lupe Kandy C-24 Olvera Street
Emily Martinez, C-7 Olvera Street
Nancy Madrid Ally, Olvera Candle Shop W-3 Olvera Street
Valerie Hanley, Casa California W-10 Olvera Street
Armando Murillo, Murillo Leather W-6 Olvera Street
Guadalupe, Murillo Leather W-6 Olvera Street
Edward Flores, Juanita's Cafe E-20 Olvera Street
Ramos Imports C-1 Olvera Street
Oscar Garcia, La Noche Buena Olvera Street
Tina H, Rudy's Gift Imports E-9 Olvera Street
Amalia Sanchez, Rudy's Candy Shop C-9 Olvera Street
Katherine Lynn, Kitty's Sno Cones W-2-1/2 Olvera Street
Xochitl Rios, C-3 Olvera Street
Tampopo Art, LA River Farmers Market
Victor Olivas Vega, Mischief Treats LARFM
Fernando Osorio, Osorio Farms LARFM
Brian Ariaz, LARFM
Ricardo Barriga, Norma's LARFM
Abcd, LARFM
Sonia Herrera, LARFM
Valeria Garcia, LARFM
Kristen Tiscareno, LARFM
Emily Arendt, Happy Jellies LARFM

T L
[redacted]@hotmail.com
[redacted]

From: cayla
To: Board Clerk
Subject: (EXTERNAL) Agenda item #16 - Dec 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 3:01:33 PM

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I urge the Metro Board to defer to the Los Angeles City Council and deny approval of the new EIR for the LA ART gondola from Union Station to Dodger Stadium and end the project when it comes before you for a vote.

Listen to the people of Los Angeles and defer to our elected representatives and stop the gondola *today.* By a vote of 12 to 1, the Los Angeles City Council passed a resolution *opposing the gondola* and urging the Metro Board not to approve the project.

The resolution was introduced by the three council members whose districts would be directly impacted by the proposed gondola: Eunisses Hernandez, Ysabel Jurado, and Hugo Soto-Martinez.

Those council members are opposed to the project because of the harmful impacts it would have on their constituents and communities in El Pueblo, Olvera Street, Chinatown, and Solano Canyon, as well as Los Angeles State Historic Park and Elysian Park.

Other council members deferred to the council members whose districts would be directly impacted by the project since it would have no benefits for other districts.

There are far better solutions to the challenges of bringing fans from all over Los Angeles County to Dodger Stadium.

The Metro board should follow the City Council's example and defer to the local elected officials who represent their communities so that we can move forward with better transit solutions, which the City of Los Angeles is currently studying.

Please listen to the people of Los Angeles and our elected representatives.

Thank you!

Sincerely,
Cayla McCrae

From: Alejandra Leon
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 2:23:58 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Alejandra Leon
[redacted]@gmail.com

[redacted]

From: Bennet Kau
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 1:57:37 PM

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Bennet Kau

Bennet Kau
[redacted]@yahoo.com

[redacted]

From: Elizabeth Erickson
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 1:50:01 PM

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Elizabeth Erickson

Elizabeth Erickson
[redacted]@usc.edu

[redacted]

From: Hugo Garcia
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 1:34:43 PM

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Hugo Garcia
[redacted]@gmail.com
[redacted]
[redacted]

From: Hugo Garcia
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 1:32:52 PM

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Signed,

Hugo Garcia
[redacted]@gmail.com
[redacted]
[redacted]

From: Hugo Garcia
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 1:27:09 PM

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Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Hugo Garcia
[redacted]@gmail.com
[redacted]
[redacted]

From: Hugo Garcia
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 1:16:28 PM

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Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Hugo Garcia
[redacted]@gmail.com
[redacted]
[redacted]

From: T L
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 12:37:29 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

SHAME ON YOU METRO for aiding and abetting McCourt's bogus project that will increase traffic and turn our historic communities into polluted parking lots and culturally desecrated capitalist wastelands.

You've been bending over backwards to make sure that concerned stakeholders don't get to make informed comments by releasing the Final SEIR just hours before the commenting deadline and limiting spoken comment to 30 ridiculous seconds.

And quit talking about the Community Benefits Agreement, which was negotiated behind closed doors without the communities' input. You know that it can't be enforced and doesn't help anyone except McCourt, LAART, ZET, and perhaps your standing with the Unions and campaign contributors.

Metro has misled the public and disrespected our comments and concerns. We, the voters, will not forget.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

T L
[redacted]@hotmail.com

[redacted]

From: Leigha DelBusso
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 12:14:36 PM

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Metro Board Members c/o Metro Board Clerk,

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We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Leigha DelBusso

Leigha DelBusso
[redacted]
[redacted]

From: Juan Hoos
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 11:51:36 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Juan Hoos

Juan Hoos
[redacted]@gmail.com
[redacted]

From: Dana Tinio
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 11:28:15 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Dana Tinio
[redacted]@gmail.com

[redacted]

From: Keping Kuo
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 10:23:51 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Keping Kuo
[redacted]
[redacted]

From: Linh Tran
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 10:01:45 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Linh Tran

Linh Tran
[redacted]@passinbox.com

[redacted]

From: Michelle Frier
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 9:37:47 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Michelle Frier
[redacted]@gmail.com

[redacted]

From: anne marie Drolet
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 9:16:33 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I do not support the building of the gondola and I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has continuously dismissed our comments and concerns about the gondola.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Anne Marie Drolet

anne marie Drolet
[redacted]@tutamail.com

[redacted]

From: Neil Wedge
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 8:01:40 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Neil Wedge

Neil Wedge
[redacted]@gmail.com
[redacted]

From: Ninyshka Sanchez
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 11:07:02 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Ninyshka Sanchez
[redacted]@yahoo.com

[redacted]

From: Tracy Park
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 10:42:19 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Listen to the people! Don't ruin LA Historic Park! It was an amazing feat of the community and the gondola will overrun it's intended use. The gondola will only move the congestion to a different and more constrained location!

Signed,
Tracy Park

Tracy Park
[redacted]@gmail.com

[redacted]

From: Bz Zhang
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 10:38:15 AM

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Metro Board Members c/o Metro Board Clerk,

As a resident of CD13, I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Bz Zhang
[redacted]

Bz Zhang
[redacted]

[redacted]

From: Nicholas Christou
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 10:35:23 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Nicholas Christou
[redacted]@gmail.com

[redacted]

From: Aracely Lopez
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 2:58:08 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

I grew up in Chinatown and lived in chinatown for 26 years, chinatown is my home. Raised in William Mead Homes aka dogtown projects, although I no longer live there, I still return to my feeding grounds as a single mother, unemployed, and receive services with Homeboys industries. I still have family in this community and I stand with this community in opposing the Gondola.

Metro needs to invest its money like California electric bike vouchers; it invested $2 million to provide 1000 electric bikes to low-income people. But instead of an Electric bike, consider Moonwalkers. We are living in the future and Moonwalker are electric skates that run for 6 miles. It's only 2 miles from chinatown to Dodger Stadium. If we can invest the $500 million in providing skate to everyone, Everyone will be moomwalking to the Dodger Stadium. We can reduce traffic and emissions by moonwalking to the Dodgers Stadium. We can be a massive tourist attraction in history by promoting walking for health with moonwalkers. Do the calculation, the Dodgers seating capacity is 56,000 people in the stadium. The moonwalker cost $999-$1400 an estimated $1000 for each moonwalking skate. If we can invest the $500 million in moonwalkers of $1000 for the fans, we can provide over 500,000 moonwalkers to all fans, fix the sidewalks, provide lockers at stadiums, and provide more secu rity.

This gondola is a waste of money, lets provide a meaningful investment for health for the people with moonwalkers. Why wait in a line for a Gondola and waste $30 for a ticket to wait in line. Getting in Lines suck! We have a massive group of Dodger hikers in Eleysian. Dodger

fans take a hike with moonwalkers from Chinatown to the dodgers game.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,
Aracely Lopez

Aracely Lopez
[redacted]@gmail.com

[redacted]

From:	Phyllis Ling
To:	jdupontwalker@gmail.com; Kathryn@bos.lacounty.gov; jeff.newman@dot.ca.gov; karen.bass@lacity.org; Randall.winston@lacity.org; tina.backstrom@lacity.org; fdutra@cityofwhittier.org; anajarian@glendaleca.gov; jbutts@cityofinglewood.org; tim.sandoval@pomonaca.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; Jorenstein@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; BFish@bos.lacounty.gov; rdavis@bos.lacounty.gov; kshamdasani@bos.lacounty.gov; VGomez@bos.lacounty.gov; councilmember.padilla@lacity.org; lamont.cobb@lacity.org; councilmember.yaroslavsky@lacity.org; kristen.pawling@lacity.org; AMouradian@bos.lacounty.gov; fmcgee@bos.lacounty.gov; Board Clerk
Cc:	LAART; stopthegondola@gmail.com
Subject:	(EXTERNAL) December 4, 2025 Metro Board Meeting - Remove Agenda Item #16 LAART Gondola from Consent Calendar and VOTE NO
Date:	Wednesday, December 3, 2025 2:33:46 PM

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Dear Metro Board Members and Staff,

Almost exactly 2 weeks ago, I was sent the email in the forward below at 3:25 pm announcing the release of the FSEIR for the LA ART Gondola project. It arrived in my inbox approximately 1.5 hours before the written public comment deadline for Metro's 11/20 Executive Committee meeting. The deadline for written comment for that meeting was on 5pm on 11/19. Also, because I was at my work site that day, managing movers, I did not see this email until after the deadline for written public comment had passed. I had no idea that the FSEIR was going to be released that day. When I saw the meeting agenda previously, it listed the document, but did not provide a link to the document. Did you, the Metro Board members or your staff have advanced notice as to when the FSEIR would be published, so that you could use that 1.5 hours before leaving the office that day to read the FSEIR, and then go home to eat and sleep?

Either way, less than 2 hours was not enough for me to review the FSEIR and also write a comment letter that afternoon, before the 5pm deadline, to the Metro board to express my concerns about the document and the project developer's responses to comments — not just mine, but others' as well. My main comment letter, which was written on behalf of myself and other neighbors on Savoy Street, was detailed, 12 pages long, and offered critiques of the noise studies, the use of a 1927 home to model the noise impacts in a neighborhood with many homes from the 1800's, and suggestions for noise mitigation.

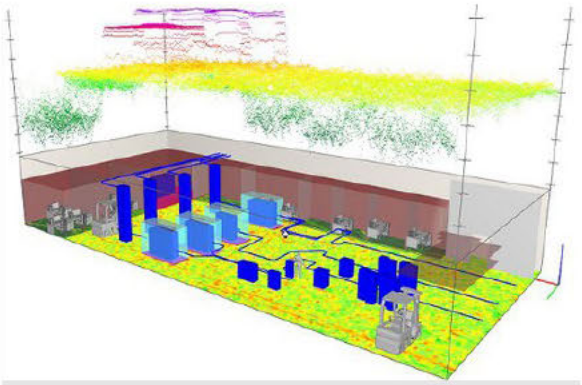
Can you please, before the 5pm deadline today, read my letter (from "Savoy Street Neighbors") as published in the FSEIR, and read the entire FSEIR and tell me why all of my suggestions were dismissed, including my request for contour map studies of the construction noise? If you receive my email now, you will have almost an hour more than I was given to review the FSEIR before the written comment deadline on 11/19. (And actually, you would have infinitely more time than I had because I was not given advanced notice that the FSEIR would be published that day.)

I noticed at least another comment letter requested contour maps for the construction noise. Although Metro and LA ART contend that none of the issues raised by commenters would change their construction noise mitigation plan, contour noise maps or spatial maps to show the propagation of noise in our neighborhood would be an important tool for residents when deciding how to cope with the unmitigated construction noise. For example, haven't you ever awoken to a

loud voice or a leaf blower, and sworn it was coming from behind your home, but then learned that the sound was coming from the exact opposite side of the house, that the noise you were hearing was reflecting off of another building or a wall? If you were going to be faced with months of unavoidable and unhealthy construction noise pollution, wouldn't you want to know if you were wasting your time trying to relocate your home office or a baby's nursery to the another room in your house? This is important information for the public and for decision makers, especially if you're considering a business interruption fund or other "conditions of approval" for the project.

Noise doesn't just travel in straight lines. It can reflect, propagate, etc., especially in urban environments. LAART's and Metro's contention that it's better just to take point measurements using point sources, and get the worst case measurement seems like a shortcut that ignores the fact that we as residents don't live in only one part of a home, and we might try to cope with or lessen the impact of the unmitigated construction noise by spending more time in what might be a quieter section of a home. If Metro refuses to deny approval of this project — even after LA ART has missed every deadline to provide a funding plan, and even after they have failed to comply with the conditions of approval from February 22, 2024 — then I, as well as others, are asking for information we can use to help us cope with the noise impacts within our own homes. Is that too much to ask?

In case I am not making myself clear about the noise contour maps, or not using the correct term of art, please see below:



Next level environmental noise modelling accuracy optimises noise mitigation - Industrial Noise & Vibration Centre
invc.com

I'm also urging Metro to open up public comment for Item #16 at the December 4th, 2025 board meeting, which is currently on the Consent Calendar. Mayor Bass and Chair Dutra stated incorrectly at the November 20, 2025 Executive Management Committee meeting that they were only voting on the EIR certification, and nothing more. If that's the case, then why is the project approval also on the Consent Calendar for the December 4th meeting? Also, the Final SEIR Errata was not released until several days after the Executive Committee meeting. No public comment was heard in committee about that document. Is it appropriate and legal to add approval of the FSEIR Errata to the Consent Calendar?

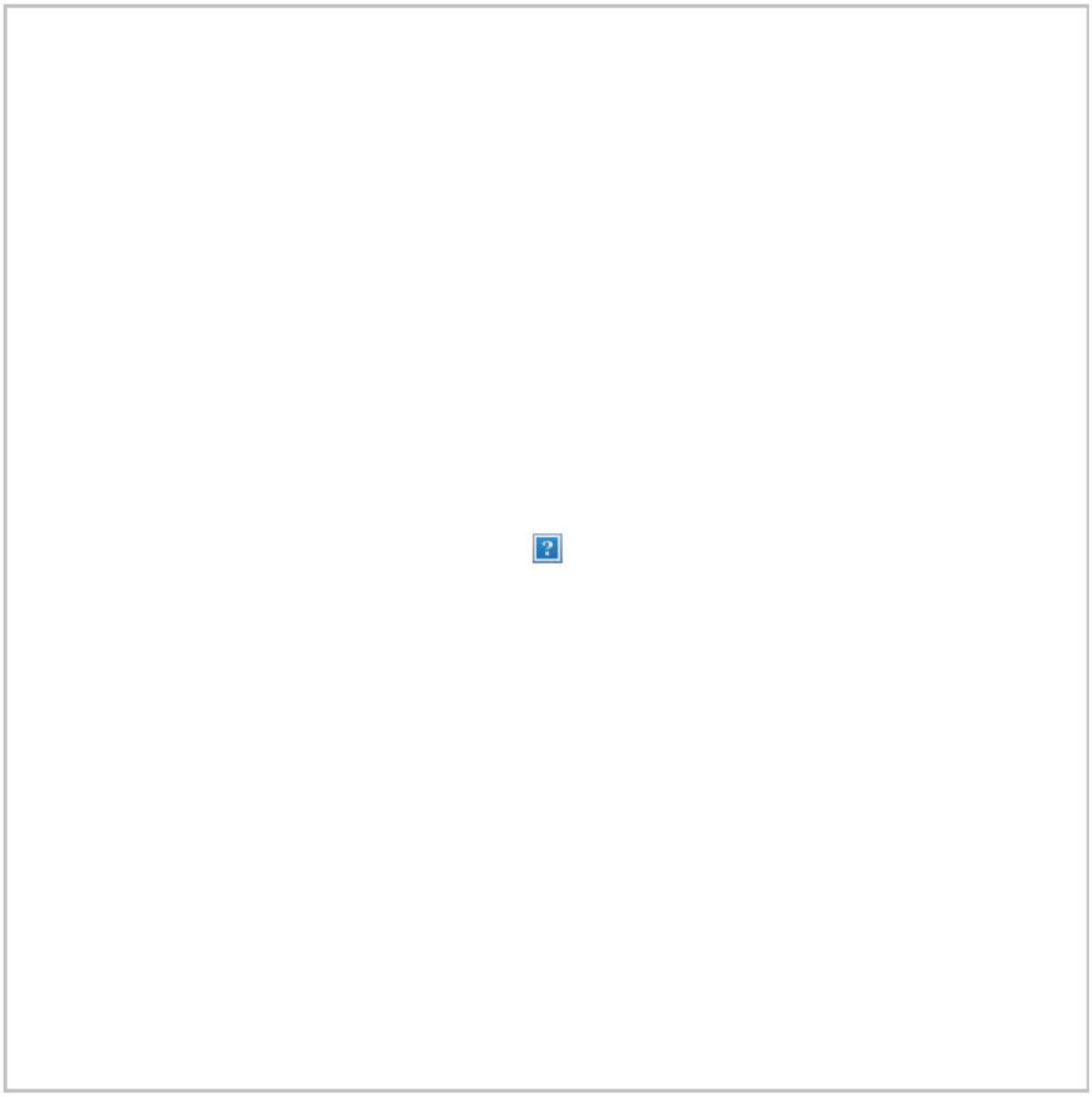
Sincerely,

Phyllis Ling

[redacted]

Begin forwarded message:

From: "Metro LA Aerial Rapid Transit" <laart@metro.net>
Subject: LA ART: Metro Releases Final Supplemental EIR
Date: November 19, 2025 at 3:25:43 PM PST
To: <pling@yahoo.com>



LA Aerial Rapid Transit Technologies LLC is proposing the Los Angeles Aerial Rapid Transit Project, which would connect Los Angeles Union Station to the Dodger Stadium property with an intermediate station at the Los Angeles State Historic Park via a zero-emission aerial rapid transit gondola system in downtown Los Angeles. Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency under the California

Environmental Quality Act (CEQA) and has prepared a Final Supplemental Environmental Impact Report (Final SEIR).

In early 2024, Metro certified the Final Environmental Impact Report (FEIR) for the Los Angeles Aerial Rapid Transit Project. However, following litigation, the Court of Appeal directed Metro to prepare a SEIR to address temporary construction noise mitigation issues. The Draft SEIR was released for a 45-day public comment period beginning on September 29, 2025, and ending on November 13, 2025.

The Final SEIR is now available. This milestone document compiles and responds to all comments received during the Draft SEIR public review period.

The Final SEIR is available here and is also available in hard copy at the Central Library, Chinatown Branch Library, Cypress Park Branch Library, and Metro Headquarters, Dorothy Peyton Grey Library.

Metro held an Informational Workshop on October 9, 2025, to inform the public of the key analyses and conclusions of the Draft SEIR and a Public Hearing on November 6, 2025, to receive comments on the Draft SEIR. Recordings of the Informational Workshop and Public Hearing and their materials are available here.

The Los Angeles Aerial Rapid Transit Project has been agendized for the Metro Executive Management Committee Meeting on Thursday, November 20, 2025. Members of the public may attend the meeting in person, listen by phone, or watch online. There will be opportunities for public comment at the Metro Executive Management Committee Meeting and the Metro Board Meeting. The Project Sponsor will also commence the public process of additional discretionary entitlements, review, and approvals following a Metro Board certification of the Final SEIR, each of which will include additional community outreach and engagement.

Metro Executive Management Committee Meeting:

Thursday, November 20, 2025, 11:00 a.m.

Location: One Gateway Plaza, Los Angeles, CA 90012

3rd Floor, Metro Board Room

Watch online: https://boardagendas.metro.net

Call-in: (888) 978-8818

Access code: 5647249# (English) or 7292892# (Español)

LA ART: Metro publica el EIR Suplementario Final

LA Aerial Rapid Transit Technologies LLC está proponiendo el Proyecto de Transporte Rápido Aéreo de Los Ángeles (Los Angeles Aerial Rapid Transit Project), que conectaría la estación Los Angeles Union Station con la propiedad del estadio Dodger Stadium, con una estación intermedia en el parque Los Angeles State Historic Park a través de un sistema de góndolas de transporte rápido elevado de cero emisiones en el centro de Los Ángeles. La autoridad de transporte Los Angeles County Metropolitan Transportation Authority (Metro) es la agencia líder competente, según la Ley de Calidad Ambiental de California (California Environmental Quality Act (CEQA)), y ha preparado un Informe de Impacto Ambiental Suplementario Final (SEIR Final).

A principios de 2024, Metro certificó el Informe de Impacto Ambiental Final (FEIR) del Proyecto de Transporte Rápido Aéreo de Los Ángeles. Sin embargo, tras un litigio, el Tribunal de Apelación dictaminó que Metro preparara un SEIR para tratar las cuestiones de mitigación del ruido temporal de la construcción. El Borrador del SEIR se publicó para que el público haga sus comentarios al respecto dentro de un periodo de 45 días, que comienza el 29 de septiembre de 2025 y termina el 13 de noviembre de 2025.

El SEIR Final ya está disponible. Este documento recopila y responde a todos los comentarios recibidos durante el periodo de revisión pública del Borrador del SEIR.

El SEIR Final está disponible aquí y también está disponible en papel en las bibliotecas Central Library, Chinatown Branch Library, Cypress Park Branch Library y Dorothy Peyton Grey Library, sede principal de Metro.

Metro realizó un taller informativo el 9 de octubre de 2025 para dar a conocer al público los análisis y conclusiones clave del Borrador del SEIR, así como una audiencia pública el 6 de noviembre de 2025 para recabar comentarios sobre el Borrador del SEIR. Las grabaciones del taller informativo y de la audiencia pública, así como los materiales correspondientes, están disponibles aquí.

El Proyecto de Transporte Rápido Aéreo de Los Ángeles se ha incluido en el orden del día de la reunión del Comité de la Dirección Ejecutiva de Metro del jueves 20 de noviembre de 2025. El público puede asistir a la reunión en persona, escucharla por teléfono o verla en línea. Habrá oportunidades para que el público haga comentarios en la reunión del Comité de la Dirección Ejecutiva de Metro y en la reunión de la Junta Directiva de Metro. El Patrocinador del Proyecto también iniciará el proceso público de revisiones, aprobaciones y autorizaciones discrecionales adicionales tras la certificación de la Junta Directiva de Metro del SEIR Final, cada una de las cuales incluirá actividades adicionales de participación y divulgación de alcance la comunidad.

Reunión del Comité de la Dirección Ejecutiva de Metro:

Jueves 20 de noviembre de 2025 a las 11:00 a.m.

Lugar: One Gateway Plaza, Los Angeles, CA 90012

3er piso, sala de juntas de Metro

Para verla en línea: https://boardagendas.metro.net

Llámenos: (888) 978-8818

Código de acceso: 5647249# (Inglés) o 7292892# (Español)

洛杉矶空中快速运输**(LA ART):Metro** 发布最终版**«**补充环境影响报告**»**

LA Aerial Rapid Transit Technologies LLC 正在提议洛杉矶空中快速运输项目,计划于市中心建立零排放空中快速缆车系统,连接洛杉矶联合车站(Los Angeles Union Station)和道奇体育场(Dodger Stadium),并于洛杉矶州立历史公园(Los Angeles State Historic Park)设立中转站　洛杉矶县都会交通管理局(Metro)作为«加州环境质量法案»(CEQA)规定的主导机构,现已完成最终版«补充环境影响报告»(最终版 SEIR)的编制工作

2024 年初,Metro 通过了洛杉矶空中快速运输项目的«最终环境影响报告»(FEIR)　然而,在经历诉讼后,上诉法院命令 Metro 编制一份«补充环境影响报告»(SEIR),以回应临时施工噪音缓解相关问题　SEIR 草案已正式发布,在 2025 年 9 月 29 日至 2025 年 11 月 13 日期间展开为期 45 天的公众意见征集期

最终版 SEIR 现已发布　这份里程碑式的文件汇编并回应了 SEIR 草案公开审阅期内收到的所有意见

您可在此处获取最终版 SEIR 的电子版,以下地点也提供印刷版:洛杉矶中央图书馆(Central Library)　唐人街图书馆(Chinatown Branch Library)　赛普拉斯公园图书馆(Cypress Park Library)　Metro 总部　多萝西·佩顿·格雷图书馆(Dorothy Peyton Grey Library)

Metro 于 2025 年 10 月 9 日举办了一场信息说明会,向公众介绍了 SEIR 草案中的重点分析及总结,并于 2025 年 11 月 6 日召开了一场公众听证会,收集了公众对该草案的意见　如需信息说明会和公众听证会的录音及相关资料,请点击此处

洛杉矶空中快速运输项目已列入将于 2025 年 11 月 20 日(星期四)举行的 Metro 执行管理委员会会议的议程　公众可以亲自出席会议,也可以通过电话收听或在线观

看　在 Metro 执行管理委员会会议和 Metro 董事会会议上,公众将有机会发表意见　在 Metro 董事会对最终版 SEIR 进行认证后,项目主办单位还将启动额外自由权利　审查和批准的公开流程,其中每个流程都将包括额外的社区外展和参与

Metro 执行管理委员会会议**:**

2025 年 11 月 20 日(星期四),上午 11 点

地点:One Gateway Plaza, Los Angeles, CA 90012

3rd Floor, Metro Board Room

在线观看:https://boardagendas.metro.net

电话参与:(888) 978-8818

接入码:5647249#(英语)或 7292892#(西班牙语)

洛杉磯空中快速運輸**(LA ART):Metro** 發佈最終版**«**補充環境影響報告**»**

LA Aerial Rapid Transit Technologies LLC 正在提議洛杉磯空中快速運輸項目,計劃於市中心建立零排放空中快速纜車系統,連接洛杉磯聯合車站(Los Angeles Union Station)和道奇體育場(Dodger Stadium),並於洛杉磯州立歷史公園(Los Angeles State Historic Park)設立中轉站　洛杉磯縣都會運輸局(Metro)作為«加州環境品質法案»(CEQA)的主導機構,已編制最終版«補充環境影響報告»(最終版 SEIR)

2024 年初,Metro 通過了洛杉磯架空快速運輸項目之«最終環境影響報告»(FEIR)　然而,在經歷訴訟後,上訴法院命令 Metro 編制一份«補充環境影響報告»(SEIR),以回應臨時施工噪音緩解相關問題　SEIR 草案已經發布,於 2025 年 9 月 29 日至 2025 年 11 月 13 日期間展開為期 45 天的公眾意見徵集期

最終版 SEIR 現已公佈　這份具轉捩點的文件匯編了在 SEIR 草案公開審查期間所獲得的評論,及對所有評論之回應

您可點擊此處下載最終版 SEIR 電子版本,亦可在中央圖書館(Central Library)　唐人街圖書館(Chinatown Branch Library)　賽普拉斯公園圖書館(Cypress Park Branch Library)　Metro 總部　多蘿西·佩頓·格雷圖書館(Dorothy Peyton Grey Library)獲取列印版本

Metro 已於 2025 年 10 月 9 日舉辦一場資訊性研討會,向公眾介紹 SEIR 草案的主要分析與結論,並於 2025 年 11 月 6 日舉行公開聽證會,以獲取公眾對該草案的意見　資訊

性研討會及公開聽證會的錄影及相關資料可於此處獲取

洛杉磯空中快速運輸項目已列入 Metro 執行管理委員會於 2025 年 11 月 20 日(星期四)舉行的會議議程　公眾人士可親身出席會議　透過電話收聽,或在網上觀看　Metro 執行管理委員會會議及 Metro 董事會會議將設有公眾發言環節　在 Metro 董事會對最終版 SEIR 進行認證後,工程主辦單位還將開始附加酌情授權　審查和批准的公眾程序,其中每一項都將包括額外的社區外展和參與

Metro 執行管理委員會會議**:**

2025 年 11 月 20 日(星期四),上午 11 時

地點:One Gateway Plaza, Los Angeles, CA 90012

3rd Floor, Metro Board Room

網絡直播:https://boardagendas.metro.net

電話參與:(888) 978-8818

接入碼:5647249#(英語)或 7292892#(西班牙語)

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View this email online.

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This email was sent to pling@yahoo.com

From: Marian A Dodge
To: Board Clerk
Subject: (EXTERNAL) Metro Board #16 AGAINST
Date: Wednesday, December 3, 2025 10:59:18 AM
Attachments: PastedGraphic-7.tiff

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Dear Metro Board Clerk,

Please submit my comment to the Board:

Last month the Los Angeles City Council voted overwhelmingly to oppose Frank McCourt's gondola project for a multitude of reasons. Although it is touted to reduce traffic to Dodger Stadium, studies have shown that the reduction would be less than 1%. Additionally it would require giving precious State Park land to a private developer for his financial gain. Public park land is difficult to attain and once attained should never be given away. I urge you to support the LA City Council members on your board – just as you would want *their* support for a project that would impact your constituents – and vote NO on the gondola project.

Thank you very much.

Marian Dodge
Friends of Griffith Park



From:	Helen Campbell
To:	Emma Howard
Cc:	Board Clerk; Nick Barnes Batista; Helene Rotolo
Subject:	(EXTERNAL) Re: Against Item 16, Gondola EIR, Comment from LA Council District 13
Date:	Wednesday, December 3, 2025 3:58:08 PM

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Thank you

Helen Campbell
Planning Director
Office of Councilmember Eunisses Hernandez
Office: 213-473-7001
https://councildistrict1.lacity.gov/



On Wed, Dec 3, 2025 at 2:51 PM Emma Howard <emma.howard@lacity.org> wrote:

> Please see attached for Councilmember Soto-Martinez's comments regarding item 16 on tomorrow's Metro Board agenda.
>
> Thank you,
> Emma
>
> 
>
> **Click here to sign up for weekly updates from the office**
> Follow our social media @cd13losangeles
> 
> En español @hugopordistrito13
> 
> "*PLEASE NOTE: E-mail correspondence with the office of Councilmember Hugo Soto-Martínez (including any attachments) may be subject to public disclosure under the California Public Records Act.*"

From: Tabasa Ozawa
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 4:55:55 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Shame on you for dragging this project out. We want real public transit NOW. We already have the dodger express bus, what is a gondola that runs the same route gonna do? It won't reduce any traffic it will just redirect it to Chinatown, Olvera street and other historic neighborhoods. Please stop this project now.

According to the Secretary of State and LA Ethics Commission, McCourt and his affiliated LLPs have lobbied the city, county and state for 962,000$ since 2023. For you to authorize the robbery of public land is disgraceful. This is pennies to a billionaire like McCourt. Our public land is not yours to sell.

Thank you,

Tabasa Ozawa
[redacted]@gmail.com

[redacted]

From: Robert Sato
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 4:50:25 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Robert Sato

Robert Sato
[redacted]@gmail.com

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) OPPOSE item 16. STOP the GONDOLA.
Date: Wednesday, December 3, 2025 4:59:01 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

metro board:

with the exception of janice hahn, you people are disgusting!

the blatant CORRUPTION you've been demonstrating over la art's gondola project is as reprehensible as can be.

and everyone knows it.

generally, those who support the gondola are either misinformed or paid off.

i know you are not misinformed.

frank muckort has paid over $600,000 lobbying for this scam.

that's the money he laid out THAT WE KNOW ABOUT.

who knows how much he paid otherwise - OR to who.

you all are already stupidly far out on the flimsiest of limbs over this gimmick.

the l.a. city council is against this. the people of l.a. are against this.

IT'S NOT TOO LATE FOR YOU TO OPPOSE THIS BOONDOGGLE.

show our city that you are not in the pockets of a billionaire.

don't do permanent damage to our neighborhood.

not that i expect you to do so, still, i implore you:
DO THE RIGHT THING.

stand up and DISAPPROVE of the final eir.

OPPOSE THE GONDOLA.

thanks,

- - r. frank

From:	T L
To:	Board Clerk
Subject:	(EXTERNAL) agenda item #16 – 51 local business owners OPPOSED TO LA ART GONDOLA - Dec. 4, 2025 Metro Board Meeting
Date:	Tuesday, December 2, 2025 10:08:41 PM

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Metro Board Members c/o Metro Board Clerk,

51 local business owners in Olvera Street, Chinatown, and LA River Farmers Market are opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

These businesses have said that they cannot afford to withstand the 2 years of construction noise, vibrations, and road closures that will drive foot traffic away. If built, congestion would remain in the form of Dodgers fans driving downtown to board the gondola.

The gondola proposed by LAART does not support small businesses. Despite LAART's denial, these business owners fear from experience, that the entirety of its construction is centered around Frank McCourt's development of the Dodgers parking lots into retail spaces, meant literally to ferry passengers past their businesses to get to the ones that he has a stake in.

These 51 business owners urge Metro to stop this project now. Alternatives exist that address traffic and parking issues that are better for Dodger fans and our local businesses. The framework for the Community Benefits Agreement is smoke and mirrors, totally unfunded, and is unenforceable.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Glenn SooHoo, Phoenix Imports
Cristian Rodriguez, Syndicate LA
Daniel Castaneda, Syndicate LA
Minh Diep, Gigo's Cafe & Deli
Judy, Hop Woo BBQ
Stan Woo, Wynn Optical Express
Su Ling Lai, Jade Wok
Phung Hua, 268 Fashion Inc.

Jenny Hoan, Hiep Phat
Van L., Vandy Hand Bag
Mai Tu, Dynasty Center #139
Than W., Dynasty Center #139
Kiu Gip, Than Huu Restaurant
Alteration & Dry Clean, 821 N. Spring St.
Kawaii, 821 N. Spring St.
Yan Wei, 821 N. Spring St.
Jackie, Yan Lee Fashion
Kenny L., Ling Ling BBQ
Anni Ma, 88 Gift Shop
Li P., 311 Ord
Yiufeng Liang, Wonder Bakery
Linda Ke, Linda's Video & Gift Shop
Michelle Liu, Zen Mei Bistro
Ken Wong, East Garden & Quickly
Simon Lam, Hong Kong Import Co.
Anh Tran, A&K Gift & Fashion
Allen Wong, 742 N. Broadway #B
Pete Martinez, E-21 Olvera Street
Carmen, Lupe Kandy C-24 Olvera Street
Emily Martinez, C-7 Olvera Street
Nancy Madrid Ally, Olvera Candle Shop W-3 Olvera Street
Valerie Hanley, Casa California W-10 Olvera Street
Armando Murillo, Murillo Leather W-6 Olvera Street
Guadalupe, Murillo Leather W-6 Olvera Street
Edward Flores, Juanita's Cafe E-20 Olvera Street
Ramos Imports C-1 Olvera Street
Oscar Garcia, La Noche Buena Olvera Street
Tina H, Rudy's Gift Imports E-9 Olvera Street
Amalia Sanchez, Rudy's Candy Shop C-9 Olvera Street
Katherine Lynn, Kitty's Sno Cones W-2-1/2 Olvera Street
Xochitl Rios, C-3 Olvera Street
Tampopo Art, LA River Farmers Market
Victor Olivas Vega, Mischief Treats LARFM
Fernando Osorio, Osorio Farms LARFM
Brian Ariaz, LARFM
Ricardo Barriga, Norma's LARFM
Abcd, LARFM
Sonia Herrera, LARFM
Valeria Garcia, LARFM
Kristen Tiscareno, LARFM
Emily Arendt, Happy Jellies LARFM

T L
[redacted]@gmail.com
[redacted]
[redacted]

From: Ethereal Quintero
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 2:55:30 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Ethereal Quintero
[redacted]
[redacted]

From: Jim Stewart
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 3:00:54 PM

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Metro Board Members c/o Metro Board Clerk,

How insulting that the Metro Board would support a unneeded project messing up our wonderful Griffith Park and messing with our neighborhoods. Please oppose this boondoggle!

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Jim Stewart
[redacted]@gmail.com
[redacted]
[redacted]

From: Michelle Lewis
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 4:58:59 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Michelle Lewis
[redacted]@gmail.com

[redacted]

From: Meagan Vo
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 5:08:11 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Meagan Vo

Meagan Vo
[redacted]@gmail.com

[redacted]

From: Josephine Treadwell
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 5:08:53 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Josephine Treadwell
[redacted]@gmail.com

[redacted]

From: Emily Wong
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 5:14:57 PM

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Metro Board Members c/o Metro Board Clerk,

Dear LA Metro,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

Metro should not continue this project any further as it will only perpetuate further gentrification of Chinatown. I believe the money that would go towards the gondola project should be funneled towards providing more free, direct shuttles to Dodger Stadium during special events. The gondola project would be a waste of time, money, and effort -- it really is unnecessary.

Signed,
Emily

Emily Wong
[redacted]@gmail.com

[redacted]

From: Katie Jeon
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 5:15:46 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Katie Jeon
[redacted]@gmail.com

[redacted]

From: Melissa Arechiga
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 5:37:14 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project. Additionally, Buried Under the Blue has been advocating for reparations for the families of Palo Verde, La Loma, and Bishop. Until the violent destruction and stealing of generational wealth stolen from those families is addressed by Dodgers Corporation and its partners, along with corrupt city officials, the citizens of Los Angeles have no faith that this isn't another Palo Verde, La Loma, Bishop repeat, but now in Chinatown. And isn't it unethical for the mayor to sit on this board while wearing Dodger gear? That's a clear representation of being biased and a conflict of interest.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed, Melissa Arechiga

Melissa Arechiga
[redacted]@yahoo.com

[redacted]

From: Kaitlin Taszarek
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 5:50:02 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Kaitlin Taszarek
[redacted]@gmail.com

[redacted]

From: Alana Carmel
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 6:07:44 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Alana Carmel
[redacted]@gmail.com

[redacted]

From: Stephanie Tong
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 6:24:51 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

We don't need another tourist trap. We need modern public transit. Get us out of the stone ages!

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Stephanie Tong
[redacted]@gmail.com

[redacted]

From: Diego Tamayo
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 8:33:33 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Diego Tamayo
[redacted]@gmail.com

[redacted]

From: Soheila K
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 8:47:53 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Soheila K
[redacted]@yahoo.com
[redacted]

From: Robyn Bytheway
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 9:40:10 PM

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Metro Board Members c/o Metro Board Clerk,

I live in Central LA and am opposed to the LA ART gondola project. The gondola project is not legitimate public transportation and negatively impacts one of the few open green spaces in a park-poor city. The project has also been shoved forward without transparency, blocking community engagement and review at every step. I ask Metro to listen to the Los Angeles residents it serves and vote against certification and approval of the LA ART project.

Signed,
Robyn Bytheway

Robyn Bytheway
[redacted]@gmail.com

[redacted]

From: William Stoughton
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 9:50:35 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

William Stoughton
[redacted]@gmail.com

[redacted]

From: Lia Aquino
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 10:03:13 PM

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Metro Board Members c/o Metro Board Clerk,

As a LA city resident, I am against the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles - 2 things that are already stretched financially. The cost of continuing this futile public process will be an enormous waste of OUR taxpayer dollars when the City Council of Los Angeles has already voted against the project.

This is a misuse of tax payer money. Do you see how dirty and gross and unmaintained our city is right now? We need money towards civic projects that benefit most Angelenos not this wasteful gondola.

Signed,
Lia Aquino

Lia Aquino
[redacted]@yahoo.com

[redacted]

From: Eva Malis
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 10:39:30 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Eva Malis
[redacted]@berkeley.edu
[redacted]
[redacted]

From: Theresa D
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 11:13:56 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Theresa D
[redacted]@gmail.com

[redacted]

From: Zachary Wyman
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 5:59:06 AM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Zachary Wyman
[redacted]@gmail.com

[redacted]

From: Hillary Stallings
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – OPPOSED TO LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Tuesday, December 2, 2025 2:42:07 PM

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Metro Board Members c/o Metro Board Clerk,

I am opposed to the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

Metro has misled the public and disrespected our comments and concerns.

If the Board certifies this FSEIR it will shift the burden of fairly analyzing the project to California State Parks and the City of Los Angeles. The cost of continuing this futile public process will be an enormous waste of taxpayer dollars when the City Council of Los Angeles has already voted against the project.

We will hold Metro responsible for not listening to the people of Los Angeles and their elected officials.

Signed,

Hillary Stallings
[redacted]@gmail.com
[redacted]
[redacted]

From: Heidi Wasake
To: Board Clerk
Subject: (EXTERNAL) AGENDA ITEM #16 – SUPPORT LA ART GONDOLA - December 4, 2025 Metro Board Meeting
Date: Wednesday, December 3, 2025 1:04:55 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Metro Board Members c/o Metro Board Clerk,

I support the certification of the Final Supplemental Environmental Impact Report for the LA ART gondola and approval of the project by the Metro Board. (ITEM #16)

It is important for Metro and LA ART to uphold the community benefits agreement to ensure this project benefits the community and does not use taxpayer dollars.

I support near-term and long-term investments to access the Dodger Stadium area and public-private partnerships to reduce emissions and traffic and improve public transit opportunities.

Signed,
Heidi Wasake

Heidi Wasake
[redacted]@gmail.com

[redacted]

December 2025 RBM Public Comment – Item 16

From: Andrew Yip <[redacted]@gmail.com>
Sent: Thursday, November 20, 2025 5:49 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) VOTE NO TO GONDOLA

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

I urge the Metro Board to respect the will of the Los Angeles City Council and community members and reject the new EIR for the LA ART gondola connecting Union Station to Dodger Stadium, thereby ending this project.

By a decisive 12–1 vote, the City Council passed a resolution opposing the gondola and calling on the Metro Board not to approve it. This resolution was led by Councilmembers Eunisses Hernandez, Ysabel Jurado, and Hugo Soto-Martinez, whose districts would be directly impacted. They have raised serious concerns about the harm this project would cause to communities and cultural sites in El Pueblo, Olvera Street, Chinatown, Solano Canyon, Los Angeles State Historic Park, and Elysian Park. Other councilmembers appropriately deferred to those most affected.

There are better, more equitable transportation solutions to serve Dodger Stadium, and the City is already studying alternatives.

Please listen to the residents and their elected representatives and deny this project so we can move forward with more sensible transit options.

Thank you,
Sincerely,

Andrew Siu Fung Yip - 葉兆峰
Pronouns: He | Him | 他
[redacted] | [redacted]@gmail.com
Founder of Matilija Lending Library

From: Phyllis Ling <pling@yahoo.com>
Sent: Thursday, November 20, 2025 6:24 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: jdupontwalker@gmail.com; Kathryn@bos.lacounty.gov; jeff.newman@dot.ca.gov; karen.bass@lacity.org; Randall.winston@lacity.org; tina.backstrom@lacity.org; fdutra@cityofwhittier.org; anajarian@glendaleca.gov; jbutts@cityofinglewood.org; tim.sandoval@pomonaca.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; Jorenstein@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; BFish@bos.lacounty.gov; rdavis@bos.lacounty.gov; kshamdasani@bos.lacounty.gov; VGomez@bos.lacounty.gov; councilmember.padilla@lacity.org; lamont.cobb@lacity.org; councilmember.yaroslavsky@lacity.org; kristen.pawling@lacity.org; AMouradian@bos.lacounty.gov; fmcgee@bos.lacounty.gov; LAART <LAART@metro.net>
Subject: (EXTERNAL) Public Comment on OPPOSING LA ART Gondola Project, Item #16, 11/20/2025 Executive Management Committee Meeting

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear Metro Board Members & Staff,

I am a resident by the proposed LA ART gondola project, former Historic Cultural North Neighborhood Council Chair, and founder of Stop The Gondola.

The LA ART Gondola project would do little to take cars off the road. It would mostly shift more car traffic to Union Station and Chinatown/LA State Historic Park, by the gondola stations. The VMT reductions claimed by this project in the Final EIR are vastly overstated and based on old, outdated, and limited 2014 survey of DSE riders.

From the August 2025 Metro Chief Operating Officer's Monthly Report - "DSE Union Station riders arrived Union Station by car (60%), Metro Rail & Bus (mostly A and B/D) (26%) and by Regional Rail (5%)." (See attachments). COO Report available here: https://metro.legistar1.com/metro/attachments/653f4ef1-dd28-41f9-9e2a-5faf21faf04e.pdf

This is vastly different than LA ART's claim that 68% of gondola riders would take transit for their entire trip, with an average trip of 22 miles. Even if the decision makers aren't going to order a new EIR, they should acknowledge that the analysis in the EIR is based on outdated information, and does not reflect current, real world conditions. The transit utility and benefits of this project are speculative at best. The gondola is a private tourist attraction

and shuttle to a private property and sports venue. It still has no funding plan, and is asking to occupy our public land and airspace.

Are the conditions of approval from February 22, 2024 even being upheld? One of the conditions was that ZET/Metro provide quarterly updates to the Metro Board on the project's progress and financing. I have requested those records, but have been met with delays in fulfilling this CPRA request. I'm now being told that the records may not be produced until December 5, 2024. This is conveniently the day after Metro's next board meeting, at which it is expected that the LA ART Gondola will be on the agenda for reapproval of the project and EIR. There has been no accountability with this project.

A lot has changed in the two years since Metro voted hastily to approve the project with a long list of conditions. This is not even counting the Court of Appeal decision that ordered Metro to set aside the previous project and EIR approvals.

- Neighborhood councils have come out against this project, including Historic Cultural North, Lincoln Heights, Echo Park, and Elysian Valley Riverside NCs.
- Last week, the LA City Council voted 12 to 1 to urge Metro to deny approval and reject the SEIR/EIR for the gondola project.
- In March, 2024, the LA City Council approved a traffic study for Dodger Stadium to study alternatives to alleviate traffic.
- A new U.S. President is in office, casting huge levels of doubt and uncertainty regarding the federal government's commitment to funding basic transportation needs for the Olympics. (buses).
- The Palisades and Eaton fires, plus the ICE mass deportation actions have added to the shortage of available construction workers. Who would even build the gondola?
- With less than 1000 days to go, and construction and testing of the gondola project estimated to take 25 months, and all of the other approvals needed from the City of LA and CA State Parks, there is no chance the gondola could be completed in time for the Olympics.
- LA City, LA County, and CA State are in budget crises.

And more!

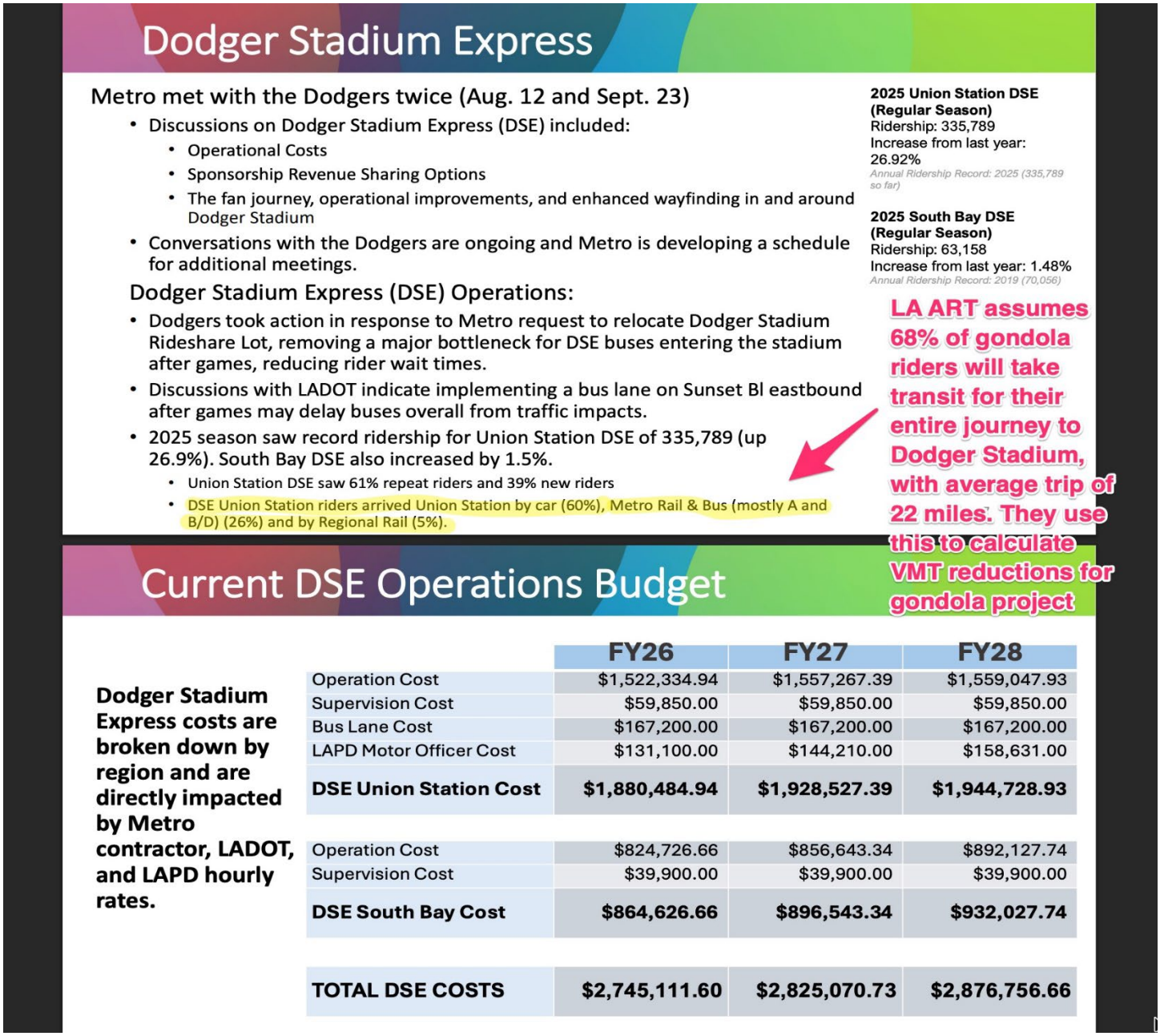
This project as a whole is an ill-conceived, unfunded, boondoggle, and our city, county, and state are in no position to take on this level of risk. An insurance policy (does it even exist?) is meaningless. Once the trees are cut down, they're gone. If the towers and stations are built, nothing will undo the unmitigated construction noise that destroys Olvera Street businesses and harms the health and well being of adjacent residents. The years of road closures and construction blight in the historic heart of the City of LA can't be undone.

Metro needs to end this project now and stop it from flushing the reputation of this public transit agency down the toilet. We're not in a hurry now to get this done for Olympics. We've had time to look at the project more closely. We know better and must do better.

I urge you to vote a resounding NO on any and all approvals for this project, including the Project SEIR.

Sincerely,

Phyllis Ling



Dodger Stadium Express

Metro met with the Dodgers twice (Aug. 12 and Sept. 23)

- Discussions on Dodger Stadium Express (DSE) included:
  - Operational Costs
  - Sponsorship Revenue Sharing Options
  - The fan journey, operational improvements, and enhanced wayfinding in and around Dodger Stadium
- Conversations with the Dodgers are ongoing and Metro is developing a schedule for additional meetings.

Dodger Stadium Express (DSE) Operations:

- Dodgers took action in response to Metro request to relocate Dodger Stadium Rideshare Lot, removing a major bottleneck for DSE buses entering the stadium after games, reducing rider wait times.
- Discussions with LADOT indicate implementing a bus lane on Sunset Bl eastbound after games may delay buses overall from traffic impacts.
- 2025 season saw record ridership for Union Station DSE of 335,789 (up 26.9%). South Bay DSE also increased by 1.5%.
  - Union Station DSE saw 61% repeat riders and 39% new riders
  - DSE Union Station riders arrived Union Station by car (60%), Metro Rail & Bus (mostly A and B/D) (26%) and by Regional Rail (5%).

2025 Union Station DSE (Regular Season)
Ridership: 335,789
Increase from last year: 26.92%
Annual Ridership Record: 2025 (335,789 so far)

2025 South Bay DSE (Regular Season)
Ridership: 63,158
Increase from last year: 1.48%
Annual Ridership Record: 2019 (70,056)

LA ART assumes 68% of gondola riders will take transit for their entire journey to Dodger Stadium, with average trip of 22 miles. They use this to calculate VMT reductions for gondola project

Current DSE Operations Budget

Dodger Stadium Express costs are broken down by region and are directly impacted by Metro contractor, LADOT, and LAPD hourly rates.

	FY26	FY27	FY28
Operation Cost	$1,522,334.94	$1,557,267.39	$1,559,047.93
Supervision Cost	$59,850.00	$59,850.00	$59,850.00
Bus Lane Cost	$167,200.00	$167,200.00	$167,200.00
LAPD Motor Officer Cost	$131,100.00	$144,210.00	$158,631.00
DSE Union Station Cost	**$1,880,484.94**	**$1,928,527.39**	**$1,944,728.93**
Operation Cost	$824,726.66	$856,643.34	$892,127.74
Supervision Cost	$39,900.00	$39,900.00	$39,900.00
DSE South Bay Cost	**$864,626.66**	**$896,543.34**	**$932,027.74**
TOTAL DSE COSTS	**$2,745,111.60**	**$2,825,070.73**	**$2,876,756.66**

Request Visibility: Unpublished

Request 25-2260 Open

Request

On February 22, 2024, the Metro Board approved Motion 12.1 by Directors Solis, Bass, Dupont-Walker, Horvath, and Sandoval that directed "D. Metro, in coordination with ZET, to provide quarterly updates to the Metro Board on the [LA Aerial Rapid Transit (LA ART)] Project's progress and financing." I am requesting copies of these quarterly updates. Thank you.

Timeline Documents

Message to requester

Requester + Staff

Metro is still searching for and collecting the requested records from responsive departments and anticipates this will require another 2 weeks to complete. Therefore, Metro will be in contact by December 5, 2025 with further information.

November 19, 2025, 4:58pm by Staff

Message to requester

Requester + Staff

Please be advised that under California Government Code section 7922.535(b), Metro requires an additional 14 days to make a determination as to whether your request seeks copies of disclosable public records. Specifically, your request requires Metro to search for and collect the requested records from offices that are separate from the office processing the request.

November 7, 2025, 1:59pm by Staff

Department assignment

Anyone with access to this request

Added: Public Records Requests.

October 29, 2025, 10:38am by Staff

Request opened

Anyone with access to this request

Request received via web

October 28, 2025, 11:20am by the requester

From: uburgara777@icloud.com <[redacted]@icloud.com>
Sent: Friday, November 21, 2025 5:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Public Comment on Item# 2025-0953

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I am in support FOR ITEM# 2025-0953 or the Gondola Project. I would like this to be approved because I believe there should be more transportation alternatives to and from Dodger Stadium.

From: Shane Lee [redacted]@gmail.com>
Sent: Saturday, November 22, 2025 12:21 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Item #2025-0953

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Please approve the Gondola project ASAP.

-----Original Message-----
From: Andrew White [redacted]@icloud.com>
Sent: Monday, November 24, 2025 4:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Build the gondola

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It will immediately become a new L.A. icon and will assist traffic congestion. What's not to love about this? Can this city please grow and develop.

Andrew White
[redacted]

From: Geoff Tock <[redacted]@gmail.com>
Sent: Monday, November 24, 2025 4:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) GONDOLA GOOD

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NIMBYS BAD

BUILD THINGS

-----Original Message-----
From: Megan Sandoval [redacted]@roadrunner.com>
Sent: Monday, November 24, 2025 4:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) metro rapid transit ariel

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As a lifelong LA citizen, I deeply oppose this project. The intrusive atmosphere it will create for multiple neighborhoods is abhorrent. You need to ask yourselves, "Would I want to be in my yard and have people going back and forth above me". This project and the idea of it is a disservice and disrespectful to the citizens of our community.
Megan Perry Sandoval
Born in Santa Monica and raised in Pacific Palisades. Currently living in LA. Die hard La fan

From: Aaron Cabral <[redacted]@gmail.com>
Sent: Monday, November 24, 2025 5:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) I'm against the Gondola

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Please don't not destroy the la state historic park with a terrible gondola ruining the peaceful atmosphere. Please don't destroy the peaceful LA skyline with an ugly mechanical monstrosity.

Best
Aaron

From: Marty Meltzer [redacted]>
Sent: Monday, November 24, 2025 5:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Gondola to Dodger Stadium = NO

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I am completely against the proposed Gondola idea to Dodger Stadium. First, no one is going to use it. Second, it will cause problems in the neighborhoods where the construction is proposed both during the work and after. Third, if it is used there will be traffic problems at the base of the gondola and still at Dodger stadium. The people proposing this just want to develop the parking area at Dodger stadium, this is their excuse to get the permits. And fourth, most importantly, no one is going to use it.

There are better and easier ways to deal with the traffic at Dodger stadium.

Thank you,

Marty Meltzer
[redacted]

From: Gavin Brennan <[redacted]@gmail.com>
Sent: Monday, November 24, 2025 6:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Stop the gondola

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Stop the gondola,
It has no place in the local community,
Visual pollution,
And a financial boondoggle

Gavin Brennan

From: Judy Branfman <[redacted]@gmail.com>
Sent: Monday, November 24, 2025 6:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please vote no on the aerial tramway

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Hello Metro Board,
I'm writing to urge you to vote no on the proposed "gondola". This will only benefit the developer of the project, not the city and certainly not the communities under and near it.

It will completely change the character of the communities underneath and adjacent to the proposed project, some of the oldest in Los Angeles, as well as the historic park that community members worked for years to establish - and then put more years in to develop into the green, community-oriented sanctuary it has become.

The traffic, noise, and visual pollution the project will bring downtown is unnecessary; there is little if any evidence it is needed. There are alternatives and this appears to be nothing but a profiteering, tourist attraction, that will make life in the communities more expensive and unpleasant.

Again please vote no on the "gondola" project.

Judy Branfman

From: [redacted]@icloud.com [redacted]@icloud.com>
Sent: Monday, November 24, 2025 8:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) re: Metro LA Aerial Rapid Transit - LA ART: Metro Releases Final Supplemental EIR Errata

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Dear Metro Board,

Los Angeles needs more RAPID TRANSIT in the city.

It does *NOT* need a tourist gondola to Dodger Stadium.

Sincerely,

Michael Brodsky
[redacted]

From: Will Finch <[redacted]@gmail.com>
Sent: Monday, November 24, 2025 9:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Dodgers Stadium Gondola

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I would like to submit my comment for the Dodgers' Stadium gondola:

This is a much needed project for Los Angeles. It would benefit all Angelenos by providing another option for getting to Dodgers' games rather than dealing with the traffic and the huge parking lot. The concern about noise from construction, while understandable, is a temporary concern that should not prevent a project that will benefit all of Los Angeles.

From: Dan Harrison [redacted]
Sent: Tuesday, November 25, 2025 4:29 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) LA ART Comment

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I am a long-time Dodger fan who is consistently stuck in traffic going to the game. The gondola is not a solution to any problem – and a cost-benefit examination should make that clear. The city may not care if a private company is going to spend $500M to build this gondola, but it should care about being a potentially worthless solution to a real problem.

Every news account says the gondola can move 5000 people per hour. Dodger Stadium's capacity is 50000 (fifty thousand). On average, with the new pitch clock rules, a baseball game now lasts 2.5 hours. So let's say, optimistically, 7500 people use the gondola. Is someone going to potentially wait 90 minutes to get to Dodger Stadium, and 90 minutes to get back? That's longer than the game itself!

This doesn't even take into account the cost of using the gondola. Let's say it is $20/person, which is a number I've seen in news reports. So for a family of 4 to take the gondola, that's $160 per round trip? Compared to the Dodger Stadium Express or non-reserved parking in a Dodger Stadium parking lot. How does this meet a positive cost-benefit analysis?

Dodger Stadium is in use for baseball 81 home games per year. Add in another 10-12 dates if the Dodgers get all the way to the World Series – that's 93 dates per year.

I think this gondola will have very little utility when examining a cost-benefit of the operation. If the City of Los Angeles cares about building things that are useful (even if the bill is entirely footed by a private company), this just doesn't seem to make sense.

And I write this as an enormous Dodger fan.

Respectfully,
Dan Harrison
[redacted]

From: Kathy Rogers <[redacted]@gmail.com>
Sent: Tuesday, November 25, 2025 7:44 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Stop the Stupid Gondola

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Villains: Stop this nonsense now. This ugly thing will be a blight on the city. Not only when it is new, but certainly later when it is abandoned after some inevitable incident or accident. Come ON. This will solve no traffic issue, will clutter the skyline, will almost certainly result in injury, will destroy a lovely park, will encroach on neighborhoods. NO to this abomination.

From: Customer Relations <CustomerRelations@metro.net>
Sent: Tuesday, November 25, 2025 9:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Fw: (EXTERNAL) Stop the gondola

Good morning,

Please see the message below.

S. Edwards
Metro Customer Relations
213.922.6235 W
800.464.2111 Toll Free
CustomerRelations@Metro.net
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro's mission is to provide world-class transportation for all.

From: Gavin Brennan <[redacted]@gmail.com>
Sent: Monday, November 24, 2025 6:41 PM
To: Customer Relations <CustomerRelations@metro.net>
Subject: (EXTERNAL) Stop the gondola

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Stop the gondola
It has no place in our local community,

Gavin Brennan
Director of Photography
T: 323 314 9752 E: gavincamera@gmail.com
www.gavincamera.com

From: Zee Yorke [redacted]@gmail.com>
Sent: Wednesday, November 26, 2025 5:14 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST the Gondola

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Hello,

I am writing to submit comment that as a lifetime LA resident, I am AGAINST metros gondola project.

We do not need a new expensive form of transport that is so limited in passenger space, and mainly to support the Dodgers. Quite literally a way for the rich to rise above and ride over those in poverty. Especially considering the Dodgers history of plowing over latino communities and their participation with ICE immigration services.

Metro should use the money to upgrade current metro services. Underground metro, the inconsistent bus system, are all services that are severely lacking and underfunded.

Thanks for listening,
- Zee Yorke (he/they)

From: George Hewitt <[redacted]@gmail.com>
Sent: Wednesday, November 26, 2025 5:37 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) AGAINST 16. SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT

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Hi there,

I am AGAINST 16. SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT on the Upcoming 12/4/25 Agenda.

I am a homeowner and resident in Elysian Heights. While the gondola appears to be "cool" it feels like a waste of public and private funding / time compared to the minimal benefit that it could provide the neighborhood.

I know firsthand the traffic that comes on game day and the gondola would not make a meaningful impact and looks like a tourist attraction.

There happens to be a far cheaper, less disruptive, faster, more equitable solution to the traffic and safety problems in our neighborhoods and it is buses and bus lanes!

We don't even have a safe way for people to walk from metro stations to dodger stadium which should be a much bigger priority for the city. A dedicated bus / bike lane would be invaluable on game days and for commutes. It would help to increase safety by reducing the speed of cars. Increasing bus transit opportunities near stadiums is vital especially given the great example of the Hollywood Bowl.

Once we can do this, we could even free up some of the acres of parking lot with Elysian Park for housing or more park amenities.

We need to focus on immediate solutions that benefit all, not projects that will take years to benefit a fraction of visitors, mostly tourists. There is no reasonable argument for how this is better than a simple, efficient bus program.

–
George Hewitt

[redacted]

From: William Frankenfeld <[redacted]@yahoo.com>
Sent: Wednesday, November 26, 2025 7:41 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) SUPPORT The LA ART Project

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Dear Metro Board

My name is William Frankenfeld, I'm a Long Beach resident and Dodgers fan. I support the LA ART project as it will help reduce congestion on the Dodger Stadium Express to Union Station. By serving Chinatown, A Line riders coming north of Union Station can instead take the gondola from Chinatown instead of backtracking to Union. Riders from Union Station have an alternative to the stadium express buses, which get crowded and stuck in traffic. It comes at no costs to the taxpayers since this is a privately funded project and will deliver an immediate alternative to driving and the stadium express buses. Please Certify the Final Supplemental EIR.

Thanks

William Frankenfeld

From: Neil Kramer <[redacted]@gmail.com>
Sent: Wednesday, November 26, 2025 8:05 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) 2025-0953 AGAINST

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The Dodger Stadium gondola proposal represents a catastrophic error by Metro specifically and local government generally. Eighty one days of Stadium use would leave 284 days of a useless facility. Its effect on game days would barely diminish the automobile mess of fans arriving at the Stadium. The use of public resources and the Metro Board's time on a project by the despicable and formerly bankrupt Frank McCourt is waste without any redeeming virtues.
Board Members: please focus on the needs of people going to work, not overspending Dodger game fans.
Neil Kramer

From: Heather Santora [redacted]@gmail.com>
Sent: Wednesday, November 26, 2025 8:30 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Against Gondola in LA State Park

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I vote NO against the Gondola ruining LA State Park.



[redacted]

From: Stephen Johnson <[redacted]@live.com>
Sent: Wednesday, November 26, 2025 8:49 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Against the ART

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I am opposed to the aerial rapid transit. It does not assist those communities that desperately need safe, clean, reliable, rapid transit. It is not going to assist them and it's a further intrusion on their communities and their lives. It should not encroach on a public park either it is a project to simply benefit a rich developer. I am opposed, please do not pass.

Stephen Johnson
Westlake Village, Ca

Sent from my iPhone

From: Cody Sloan <[redacted]@gmail.com>
Sent: Wednesday, November 26, 2025 9:33 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Comment on LA Aerial Rapid Transit Project

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Hello,

My name is Cody Sloan, my zip code is [redacted]. I would like to submit a public comment that I'm AGAINST the certification of Final SEIR for the Aerial Rapid Transit Project. I am against the whole project moving forward.

Thank you,
Cody

--
Cody Sloan
Pronouns: he/him/his (what's this?)
[redacted]

From: Phyllis Ling <[redacted]@yahoo.com>
Sent: Wednesday, December 3, 2025 2:33 PM
To: jdupontwalker@gmail.com; Kathryn@bos.lacounty.gov; jeff.newman@dot.ca.gov; karen.bass@lacity.org; Randall.winston@lacity.org; tina.backstrom@lacity.org; fdutra@cityofwhittier.org; anajarian@glendaleca.gov; jbutts@cityofinglewood.org; tim.sandoval@pomonaca.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; Jorenstein@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; BFish@bos.lacounty.gov; rdavis@bos.lacounty.gov; kshamdasani@bos.lacounty.gov; VGomez@bos.lacounty.gov; councilmember.padilla@lacity.org; lamont.cobb@lacity.org; councilmember.yaroslavsky@lacity.org; kristen.pawling@lacity.org; AMouradian@bos.lacounty.gov; fmcgee@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>
Cc: LAART <LAART@metro.net>; stopthegondola@gmail.com
Subject: (EXTERNAL) December 4, 2025 Metro Board Meeting - Remove Agenda Item #16 LAART Gondola from Consent Calendar and VOTE NO

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Dear Metro Board Members and Staff,

Almost exactly 2 weeks ago, I was sent the email in the forward below at 3:25 pm announcing the release of the FSEIR for the LA ART Gondola project. It arrived in my inbox approximately 1.5 hours before the written public comment deadline for Metro's 11/20 Executive Committee meeting. The deadline for written comment for that meeting was on 5pm on 11/19. Also, because I was at my work site that day, managing movers, I did not see this email until after the deadline for written public comment had passed. I had no idea that the FSEIR was going to be released that day. When I saw the meeting agenda previously, it listed the document, but did not provide a link to the document. Did you, the Metro Board members or your staff have advanced notice as to when the FSEIR would be published, so that you could use that 1.5 hours before leaving the office that day to read the FSEIR, and then go home to eat and sleep?

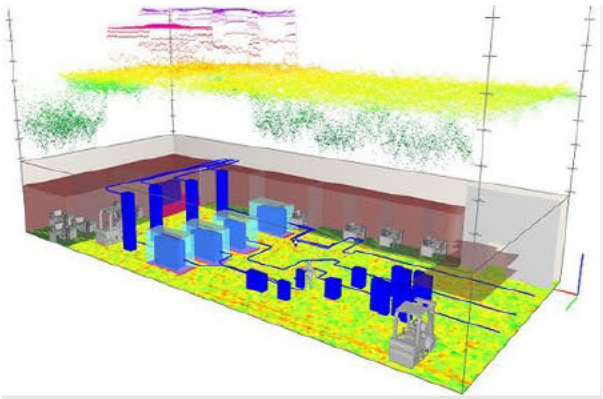
Either way, less than 2 hours was not enough for me to review the FSEIR and also write a comment letter that afternoon, before the 5pm deadline, to the Metro board to express my concerns about the document and the project developer's responses to comments — not just mine, but others' as well. My main comment letter, which was written on behalf of myself and other neighbors on Savoy Street, was detailed, 12 pages long, and offered critiques of the noise studies, the use of a 1927 home to model the noise impacts in a neighborhood with many homes from the 1800's, and suggestions for noise mitigation.

Can you please, before the 5pm deadline today, read my letter (from "Savoy Street Neighbors") as published in the FSEIR, and read the entire FSEIR and tell me why all of my suggestions were dismissed, including my request for contour map studies of the construction noise? If you receive my email now, you will have almost an hour more than I was given to review the FSEIR before the written comment deadline on 11/19. (And actually, you would have infinitely more time than I had because I was not given advanced notice that the FSEIR would be published that day.)

I noticed at least another comment letter requested contour maps for the construction noise. Although Metro and LA ART contend that none of the issues raised by commenters would change their construction noise mitigation plan, contour noise maps or spatial maps to show the propagation of noise in our neighborhood would be an important tool for residents when deciding how to cope with the unmitigated construction noise. For example, haven't you ever awoken to a loud voice or a leaf blower, and sworn it was coming from behind your home, but then learned that the sound was coming from the exact opposite side of the house, that the noise you were hearing was reflecting off of another building or a wall? If you were going to be faced with months of unavoidable and unhealthy construction noise pollution, wouldn't you want to know if you were wasting your time trying to relocate your home office or a baby's nursery to the another room in your house? This is important information for the public and for decision makers, especially if you're considering a business interruption fund or other "conditions of approval" for the project.

Noise doesn't just travel in straight lines. It can reflect, propagate, etc., especially in urban environments. LAART's and Metro's contention that it's better just to take point measurements using point sources, and get the worst case measurement seems like a shortcut that ignores the fact that we as residents don't live in only one part of a home, and we might try to cope with or lessen the impact of the unmitigated construction noise by spending more time in what might be a quieter section of a home. If Metro refuses to deny approval of this project — even after LA ART has missed every deadline to provide a funding plan, and even after they have failed to comply with the conditions of approval from February 22, 2024 — then I, as well as others, are asking for information we can use to help us cope with the noise impacts within our own homes. Is that too much to ask?

In case I am not making myself clear about the noise contour maps, or not using the correct term of art, please see below:



Next level environmental noise modelling accuracy optimises noise mitigation - Industrial Noise & Vibration Centre
invc.com

I'm also urging Metro to open up public comment for Item #16 at the December 4th, 2025 board meeting, which is currently on the Consent Calendar. Mayor Bass and Chair Dutra stated incorrectly at the November 20, 2025 Executive Management Committee meeting that they were only voting on the EIR certification, and nothing more. If that's the case, then why is the project approval also on the Consent Calendar for the December 4th meeting? Also, the Final SEIR Errata was not released until several days after the Executive Committee meeting. No public comment was heard in committee about that document. Is it appropriate and legal to add approval of the FSEIR Errata to the Consent Calendar?

Sincerely,

Phyllis Ling
Savoy Street Resident, 90012

Begin forwarded message:

From: "Metro LA Aerial Rapid Transit" <laart@metro.net>
Subject: LA ART: Metro Releases Final Supplemental EIR
Date: November 19, 2025 at 3:25:43 PM PST
To: <pling@yahoo.com>



LA Aerial Rapid Transit Technologies LLC is proposing the Los Angeles Aerial Rapid Transit Project, which would connect Los Angeles Union Station to the Dodger Stadium property with an intermediate station at the Los Angeles State Historic Park via a zero-emission aerial rapid transit gondola system in downtown Los Angeles. Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency under the California Environmental Quality Act (CEQA) and has prepared a Final Supplemental Environmental Impact Report (Final SEIR).

In early 2024, Metro certified the Final Environmental Impact Report (FEIR) for the Los Angeles Aerial Rapid Transit Project. However, following litigation, the Court of Appeal directed Metro to prepare a SEIR to address temporary construction noise mitigation issues. The Draft SEIR was released for a 45-day public comment period beginning on September 29, 2025, and ending on November 13, 2025.

The Final SEIR is now available. This milestone document compiles and responds to all comments received during the Draft SEIR public review period.

The Final SEIR is available here and is also available in hard copy at the Central Library, Chinatown Branch Library, Cypress Park Branch Library, and Metro Headquarters, Dorothy Peyton Grey Library.

Metro held an Informational Workshop on October 9, 2025, to inform the public of the key analyses and conclusions of the Draft SEIR and a Public Hearing on November 6,

2025, to receive comments on the Draft SEIR. Recordings of the Informational Workshop and Public Hearing and their materials are available here.

The Los Angeles Aerial Rapid Transit Project has been agendized for the Metro Executive Management Committee Meeting on Thursday, November 20, 2025. Members of the public may attend the meeting in person, listen by phone, or watch online. There will be opportunities for public comment at the Metro Executive Management Committee Meeting and the Metro Board Meeting. The Project Sponsor will also commence the public process of additional discretionary entitlements, review, and approvals following a Metro Board certification of the Final SEIR, each of which will include additional community outreach and engagement.

_____

Metro Executive Management Committee Meeting:

Thursday, November 20, 2025, 11:00 a.m.

Location: One Gateway Plaza, Los Angeles, CA 90012

3rd Floor, Metro Board Room

Watch online: https://boardagendas.metro.net

Call-in: (888) 978-8818

Access code: 5647249# (English) or 7292892# (Español)

LA ART: Metro publica el EIR Suplementario Final

LA Aerial Rapid Transit Technologies LLC está proponiendo el Proyecto de Transporte Rápido Aéreo de Los Ángeles (Los Angeles Aerial Rapid Transit Project), que conectaría la estación Los Angeles Union Station con la propiedad del estadio Dodger Stadium, con una estación intermedia en el parque Los Angeles State Historic Park a través de un sistema de góndolas de transporte rápido elevado de cero emisiones en el centro de Los Ángeles. La autoridad de transporte Los Angeles County Metropolitan Transportation Authority (Metro) es la agencia líder competente, según la Ley de Calidad Ambiental de California (California Environmental Quality Act (CEQA)), y ha preparado un Informe de Impacto Ambiental Suplementario Final (SEIR Final).

A principios de 2024, Metro certificó el Informe de Impacto Ambiental Final (FEIR) del Proyecto de Transporte Rápido Aéreo de Los Ángeles. Sin embargo, tras un litigio, el Tribunal de Apelación dictaminó que Metro preparara un SEIR para tratar las cuestiones de mitigación del ruido temporal de la construcción. El Borrador del SEIR se publicó para que el público haga sus comentarios al respecto dentro de un periodo de 45 días, que comienza el 29 de septiembre de 2025 y termina el 13 de noviembre de 2025.

El SEIR Final ya está disponible. Este documento recopila y responde a todos los comentarios recibidos durante el periodo de revisión pública del Borrador del SEIR.

El SEIR Final está disponible aquí y también está disponible en papel en las bibliotecas Central Library, Chinatown Branch Library, Cypress Park Branch Library y Dorothy Peyton Grey Library, sede principal de Metro.

Metro realizó un taller informativo el 9 de octubre de 2025 para dar a conocer al público los análisis y conclusiones clave del Borrador del SEIR, así como una audiencia pública el 6 de noviembre de 2025 para recabar comentarios sobre el Borrador del SEIR. Las grabaciones del taller informativo y de la audiencia pública, así como los materiales correspondientes, están disponibles aquí.

El Proyecto de Transporte Rápido Aéreo de Los Ángeles se ha incluido en el orden del día de la reunión del Comité de la Dirección Ejecutiva de Metro del jueves 20 de noviembre de 2025. El público puede asistir a la reunión en persona, escucharla por teléfono o verla en línea. Habrá oportunidades para que el público haga comentarios en la reunión del Comité de la Dirección Ejecutiva de Metro y en la reunión de la Junta Directiva de Metro. El Patrocinador del Proyecto también iniciará el proceso público de revisiones, aprobaciones y autorizaciones discrecionales adicionales tras la certificación de la Junta Directiva de Metro del SEIR Final, cada una de las cuales incluirá actividades adicionales de participación y divulgación de alcance la comunidad.

Reunión del Comité de la Dirección Ejecutiva de Metro:

Jueves 20 de noviembre de 2025 a las 11:00 a.m.

Lugar: One Gateway Plaza, Los Angeles, CA 90012

3er piso, sala de juntas de Metro

Para verla en línea: https://boardagendas.metro.net

Llámenos: (888) 978-8818

Código de acceso: 5647249# (Inglés) o 7292892# (Español)

洛杉矶空中快速运输（LA ART）：Metro 发布最终版《补充环境影响报告》

LA Aerial Rapid Transit Technologies LLC 正在提议洛杉矶空中快速运输项目，计划于市中心建立零排放空中快速缆车系统，连接洛杉矶联合车站（Los Angeles Union Station）和道奇体育场（Dodger Stadium），并于洛杉矶州立历史公园（Los Angeles State Historic Park）设立中转站。洛杉矶县都会交通管理局（Metro）作为《加州环境质量法案》（CEQA）规定的主导机构，现已完成最终版《补充环境影响报告》（最终版 SEIR）的编制工作。

2024 年初，Metro 通过了洛杉矶空中快速运输项目的《最终环境影响报告》（FEIR）。然而，在经历诉讼后，上诉法院命令 Metro 编制一份《补充环境影响报告》（SEIR），以回应临时施工噪音缓解相关问题。SEIR 草案已正式发布，在 2025 年 9 月 29 日至 2025 年 11 月 13 日期间展开为期 45 天的公众意见征集期。

最终版 SEIR 现已发布。这份里程碑式的文件汇编并回应了 SEIR 草案公开审阅期内收到的所有意见。

您可在此处获取最终版 SEIR 的电子版，以下地点也提供印刷版：洛杉矶中央图书馆（Central Library）、唐人街图书馆（Chinatown Branch Library）、赛普拉斯公园图书馆（Cypress Park Library）、Metro 总部、多萝西·佩顿·格雷图书馆（Dorothy Peyton Grey Library）。

Metro 于 2025 年 10 月 9 日举办了一场信息说明会，向公众介绍了 SEIR 草案中的重点分析及总结，并于 2025 年 11 月 6 日召开了一场公众听证会，收集了公众对该草案的意见。如需信息说明会和公众听证会的录音及相关资料，请点击此处。

洛杉矶空中快速运输项目已列入将于 2025 年 11 月 20 日（星期四）举行的 Metro 执行管理委员会会议的议程。公众可以亲自出席会议，也可以通过电话收听或在线观看。在 Metro 执行管理委员会会议和 Metro 董事会会议上，公众将有机会发表意

见。在 Metro 董事会对最终版 SEIR 进行认证后，项目主办单位还将启动额外自由权利、审查和批准的公开流程，其中每个流程都将包括额外的社区外展和参与。

Metro 执行管理委员会会议：

2025 年 11 月 20 日（星期四），上午 11 点

地点：One Gateway Plaza, Los Angeles, CA 90012

3rd Floor, Metro Board Room

在线观看：https://boardagendas.metro.net

电话参与：(888) 978-8818

接入码：5647249#（英语）或 7292892#（西班牙语）

洛杉磯空中快速運輸（LA ART）：Metro 發佈最終版《補充環境影響報告》

LA Aerial Rapid Transit Technologies LLC 正在提議洛杉磯空中快速運輸項目，計劃於市中心建立零排放空中快速纜車系統，連接洛杉磯聯合車站（Los Angeles Union Station）和道奇體育場（Dodger Stadium），並於洛杉磯州立歷史公園（Los Angeles State Historic Park）設立中轉站。洛杉磯縣都會運輸局（Metro）作為《加州環境品質法案》（CEQA）的主導機構，已編制最終版《補充環境影響報告》（最終版 SEIR）。

2024 年初，Metro 通過了洛杉磯架空快速運輸項目之《最終環境影響報告》（FEIR）。然而，在經歷訴訟後，上訴法院命令 Metro 編制一份《補充環境影響報告》（SEIR），以回應臨時施工噪音緩解相關問題。SEIR 草案已經發布，於 2025 年 9 月 29 日至 2025 年 11 月 13 日期間展開為期 45 天的公眾意見徵集期。

最終版 SEIR 現已公佈。這份具轉捩點的文件匯編了在 SEIR 草案公開審查期間所獲得的評論，及對所有評論之回應。

您可點擊此處下載最終版 SEIR 電子版本，亦可在中央圖書館（Central Library）、唐人街圖書館（Chinatown Branch Library）、賽普拉斯公園圖書館（Cypress Park Branch Library）、Metro 總部、多蘿西·佩頓·格雷圖書館（Dorothy Peyton Grey Library）獲取列印版本。

Metro 已於 2025 年 10 月 9 日舉辦一場資訊性研討會，向公眾介紹 SEIR 草案的主要分析與結論，並於 2025 年 11 月 6 日舉行公開聽證會，以獲取公眾對該草案的意見。資訊性研討會及公開聽證會的錄影及相關資料可於此處獲取。

洛杉磯空中快速運輸項目已列入 Metro 執行管理委員會於 2025 年 11 月 20 日（星期四）舉行的會議議程。公眾人士可親身出席會議、透過電話收聽，或在網上觀看。Metro 執行管理委員會會議及 Metro 董事會會議將設有公眾發言環節。在 Metro 董事會對最終版 SEIR 進行認證後，工程主辦單位還將開始附加酌情授權、審查和批准的公眾程序，其中每一項都將包括額外的社區外展和參與。

Metro 執行管理委員會會議：

2025 年 11 月 20 日（星期四），上午 11 時

地點：One Gateway Plaza, Los Angeles, CA 90012

3rd Floor, Metro Board Room

網絡直播：https://boardagendas.metro.net

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This email was sent to pling@yahoo.com

From: Phyllis Ling [redacted]@yahoo.com>
Sent: Wednesday, December 3, 2025 4:59 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: LAART <LAART@metro.net>; Stop Gondola <stopthegondola@gmail.com>
Subject: (EXTERNAL) Agenda Item #16 - 12/4/2025 Metro Board Meeting - Vote NO on LAART Gondola - 2025-0823 - COO Monthly Report Presentation - DSE

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Dear Metro Board Members,

Please find attached the COO presentation from Metro's Committee meeting on October 16, 2025, which includes updated information on the Dodger Stadium Express on slides 7 through 8.

Unfortunately the FEIR for the LA ART Gondola project claims VMT reductions based on bad assumptions and outdated information, primarily a Dodger Stadium Express survey from 2014. In that survey, 75% of DSE riders reported taking transit for their journey to access the DSE. LA ART claims that 68% of gondola riders will do the same, simply by discounting the 75% number in the 2014 survey by ten percent. According to the COO's report last month, 60% of riders for the DSE arrived at Union Station by car.

This is just another example of the bad assumptions that underlie the flawed EIR for the LA ART Gondola.

Sincerely,

Phyllis Ling

Dodger Stadium Express

Metro met with the Dodgers twice (Aug. 12 and Sept. 23)

- Discussions on Dodger Stadium Express (DSE) included:
  - Operational Costs
  - Sponsorship Revenue Sharing Options
  - The fan journey, operational improvements, and enhanced wayfinding in and around Dodger Stadium
- Conversations with the Dodgers are ongoing and Metro is developing a schedule for additional meetings.

Dodger Stadium Express (DSE) Operations:

- Dodgers took action in response to Metro request to relocate Dodger Stadium Rideshare Lot, removing a major bottleneck for DSE buses entering the stadium after games, reducing rider wait times.
- Discussions with LADOT indicate implementing a bus lane on Sunset Bl eastbound after games may delay buses overall from traffic impacts.
- 2025 season saw record ridership for Union Station DSE of 335,789 (up 26.9%). South Bay DSE also increased by 1.5%.
  - Union Station DSE saw 61% repeat riders and 39% new riders
  - DSE Union Station riders arrived Union Station by car (60%), Metro Rail & Bus (mostly A and B/D) (26%) and by Regional Rail (5%).

2025 Union Station DSE (Regular Season)
Ridership: 335,789
Increase from last year: 26.92%
Annual Ridership Record: 2025 (335,789 so far)

2025 South Bay DSE (Regular Season)
Ridership: 63,158
Increase from last year: 1.48%
Annual Ridership Record: 2019 (70,056)

Current DSE Operations Budget

Dodger Stadium Express costs are broken down by region and are directly impacted by Metro contractor, LADOT, and LAPD hourly rates.

	FY26	FY27	FY28
Operation Cost	$1,522,334.94	$1,557,267.39	$1,559,047.93
Supervision Cost	$59,850.00	$59,850.00	$59,850.00
Bus Lane Cost	$167,200.00	$167,200.00	$167,200.00
LAPD Motor Officer Cost	$131,100.00	$144,210.00	$158,631.00
DSE Union Station Cost	**$1,880,484.94**	**$1,928,527.39**	**$1,944,728.93**
Operation Cost	$824,726.66	$856,643.34	$892,127.74
Supervision Cost	$39,900.00	$39,900.00	$39,900.00
DSE South Bay Cost	**$864,626.66**	**$896,543.34**	**$932,027.74**
TOTAL DSE COSTS	**$2,745,111.60**	**$2,825,070.73**	**$2,876,756.66**

December 3, 2025

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Support for Motion 2025-1026 — Water Taxi from San Pedro to Long Beach

Dear Chair, Vice Chair, and Members of the Board:

On behalf of the Wilmington Chamber of Commerce, we write to express our strong support for Motion 2025-1026. The motion directs Metro to begin an industry engagement process, assess short-term and special-event funding opportunities, and report back within 180 days with a proposed timeline and partnership structure for a San Pedro–Long Beach Water Taxi service.

A water taxi connection between San Pedro and Long Beach would provide a timely, congestion-free mobility option during the 2028 Olympic and Paralympic Games, when roadway capacity will be under significant strain. It creates a direct link between two major waterfront communities whose growth continues in residential development, tourism, cultural investment, and economic activity. Improved mobility between these areas will support small businesses, visitor-serving destinations, and hospitality sectors throughout the Harbor Area.

This service also brings environmental and mobility benefits by shifting short harbor-area trips away from congested roadways. Strengthened waterfront transportation improves first- and last-mile access to transit and supports car-free mobility for residents, workers, and visitors. The concept of a clean, reliable, and efficient harbor-to-harbor connection has enjoyed strong community interest for many years, and this motion is a meaningful step toward making it operational.

The Wilmington Chamber believes this motion is a practical, forward-looking approach. A structured engagement process will help Metro evaluate operator interest, partnership models, sponsorship opportunities, and federal funding pathways. This foundation is

essential to determining what a viable Games-time service could look like, and whether a longer-term or seasonal service could follow.

For these reasons, the Wilmington Chamber of Commerce respectfully urges the Board to approve Motion 2025-1026and move this planning effort forward. A San Pedro–Long Beach water taxi will support our waterfront communities during the Games and deliver ongoing benefits to businesses and residents across the Harbor Area.

Thank you for your leadership and commitment to innovative multimodal solutions that strengthen our communities. The Wilmington Chamber of Commerce stands ready to support this work as it advances.

Sincerely,

[redacted]

Monica Garcia-Diaz, CEO
Wilmington Chamber of Commerce

SOUTH BAY ASSOCIATION OF
CHAMBERS of COMMERCE

December 3, 2025

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Support for Motion 2025-1026 — Water Taxi from San Pedro to Long Beach

Dear Chair, Vice Chair, and Members of the Board:

On behalf of the South Bay Association of Chambers of Commerce (SBACC) representing the 14 Chambers of Commerce across the South Bay region, we write to express our strong support for Motion 2025-1026. The motion directs Metro to begin an industry engagement process, assess short-term and special-event funding opportunities, and report back within 180 days with a proposed timeline and partnership structure for a San Pedro–Long Beach Water Taxi service.

A water taxi connection between San Pedro and Long Beach would provide a timely, congestion-free mobility option during the 2028 Olympic and Paralympic Games, when roadway capacity will be under significant strain. It creates a direct connection between two major waterfront communities that continue to grow in residential development, tourism, cultural investment, and economic activity. Enhanced mobility between these areas would support small businesses, visitor-serving destinations, and hospitality sectors on both sides of the harbor.

This service would also provide environmental and mobility benefits by shifting short local trips away from congested roadways. Improved harbor-area transportation enhances first- and last-mile connectivity to transit and supports car-free mobility for residents, workers, and visitors. The project responds to a long-standing regional interest in a clean, reliable, and efficient harbor-to-harbor connection—an idea that has enjoyed consistent community support for many years.

SBACC believes this motion is a practical and forward-looking step. A structured engagement process will help Metro understand operator interest, public-private partnership models, sponsorship opportunities, and federal funding pathways. This groundwork is essential to determining what a viable Games-time service could look like, and whether a longer-term or seasonal service could follow.

For these reasons, SBACC respectfully urges the Board to approve Motion 2025-1026 and move this planning effort forward. The proposed water taxi is an innovative and useful mobility option that will support the Games while also delivering long-term benefits to the Harbor and South Bay region.

Thank you for your leadership and continued focus on multimodal solutions that strengthen our communities. SBACC and our 14 member chambers stand ready to support this work as it advances.

Sincerely,



Kimberly Caceres
2025 SBACC Board Chair
South Bay Association of Chambers of Commerce (SBACC)

HARBOR ASSOCIATION
OF INDUSTRY & COMMERCE

December 3, 2025

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Support for Motion 2025-1026 — Water Taxi from San Pedro to Long Beach

Dear Chair, Vice Chair, and Members of the Board:

On behalf of the Harbor Association of Industry and Commerce (HAIC), we write to express our strong support for Motion 2025-1026. The motion directs Metro to begin an industry engagement process, assess short-term and special-event funding opportunities, and return within 180 days with a proposed implementation timeline and partnership framework for a San Pedro–Long Beach Water Taxi service.

A water taxi linking San Pedro and Long Beach offers a congestion-free mobility option during the 2028 Olympic and Paralympic Games, when roadway capacity will be heavily impacted. It strengthens direct connectivity between two major waterfront economic centers that anchor Southern California's goods movement, workforce, tourism, and industrial sectors. Enhanced circulation between these communities will support industrial employers, logistics partners, visitor-serving businesses, and the broader Harbor Area economy.

This service also brings significant environmental and mobility benefits. A clean and efficient harbor-to-harbor link shifts short local trips away from congested corridors, improves first- and last-mile connections to transit, and supports multimodal travel for residents, workers, and visitors. The concept has been discussed for years and reflects long-standing community interest in expanding waterfront transportation options.

HAIC views this motion as an important and practical step. A structured engagement process will help Metro identify operator capacity, partnership models, sponsorship opportunities, and federal maritime or mobility grant pathways. These insights are essential for determining the viability of a Games-time service and the potential for extended or seasonal operations beyond 2028.

For these reasons, the Harbor Association of Industry and Commerce respectfully urges the Board to approve Motion 2025-1026 and move this work forward. A San Pedro–Long Beach water taxi will not only enhance Games-time mobility but also support long-term economic activity across the Harbor Area's industrial and commercial sectors.

Thank you for your continued leadership and commitment to innovative mobility solutions that strengthen our communities. HAIC stands ready to support and collaborate as this effort progresses.

[redacted]

Henry Rogers
Executive Director
Harbor Association of Industry and Commerce (HAIC)

December 2025 RBM Public Comment – Item 18

From: Liz Griggs [redacted]@victory-group.com>
Sent: Thursday, November 20, 2025 2:15 PM
To: LaMarque, Jennifer <JLaMarque@bos.lacounty.gov>; Lauren Johnson <lauren@jerico-development.com>; Gomez, Viviana <VGomez@bos.lacounty.gov>
Cc: Cross, Kelly <KCross@bos.lacounty.gov>; Christian, Jeanette <JChristian@bos.lacounty.gov>; Perez, Andrew <AnPerez@bos.lacounty.gov>; Fish, Bryan "Bubba" <BFish@bos.lacounty.gov>
Subject: RE: Invite to provide Public Comment for the Water Taxi Study- Metro Operations, Safety & Customer Experience Committee - this Thursday

Jennifer-

I was on the line and pushed #2.

Can my comments get submitted?

Good Afternoon,

My name is Liz Griggs, I am with West Harbor and handle the Operations and Management. For those who may not know, West Harbor is currently under development along the Port of Los Angeles in San Pedro. The project is well positioned to become a major attraction in southern California as the a new and vibrant waterfront destination when it opens in 2026.

On behalf of the developers Jerico Development and the Ratkovich Company, I am here to thank Chair of the Metro Board Janice Hahn for her vision and support on moving this study forward and to express our strong support for the proposed Port of Los Angeles Water Taxi service. We are super excited about this discussion and the incredible opportunity it offers.

This practical and innovative transportation option would not only provide a scenic, efficient, and sustainable connection between key waterfront destinations, but it would also help reduce traffic congestion and improve accessibility for residents and visitors alike, especially with the bridge closing.

Water taxis are commonly used throughout the world on many waterways and are proven to be effective as a source of transportation and entertainment.

With the 2026 West Harbor opening, Olympic and Paralympic Games on the horizon, the water taxi presents a timely opportunity to showcase our coastal

waterways and the region's commitment to forward-thinking and eco-friendly mobility solutions.

It would also greatly enhance the visitor experience, connect communities, and serve as a lasting legacy of improved transportation infrastructure well beyond the Games.

I urge decision-makers to move forward with this project and make the Port of LA Water Taxi a reality for the 2028 Olympics and beyond.

Drats
Liz Weaver Griggs
SVP, Management & Operations

Jerico Development, Inc. | **West Harbor**
461 W 6th Street, Suite 300
San Pedro, CA 90731
Office (310) 519.9500
Cell (310) 849.6010
https://www.westharborla.com/

December 3, 2025

Chair Dutra and Members of the Board of Directors
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, 3rd Floor, Metro Board Room
Los Angeles, CA 90012

RE: General Comments on Item 30 – Zero-Emission Bus (ZEB) Program Update

Dear Chair Dutra and Members of the Board:

We are writing to you as the Los Angeles County Electric Truck and Bus Coalition (LACETBC) to express serious concerns about the Zero-Emission Bus Program Update. Our coalition is composed of climate, environmental justice, and labor advocates including Earthjustice, Sierra Club, Jobs to Move America, East Yard Communities for Environmental Justice, and the International Brotherhood of Electrical Workers, Local 11. Our coalition is committed to achieving zero emission electric bus and truck adoption with robust workforce standards so that our communities can breathe clean air and enjoy family- sustaining, high-wage careers.

I. The Current ZEB Program Approach Lacks Ambition.

The current approach by Metro staff continues a general lack of ambition on zero-emission bus deployments. In the eight years since Metro made the landmark decision to commit to 100% zero-emission buses by 2030, the agency has deployed 4.8% of its bus fleet as zero- emissions. It will take two and a half centuries to fully electrify our fleet at this rate. We recognize that any large-scale technology change will encounter challenges, but implementation has been too slow given the benefits of this conversion.

II. The Metro Board Must Provide More Direction on the Re-Release of RFP.

The current proposal has Metro re-releasing the Request for Proposals at an undesignated future date. The report only states that staff intend to update technical specs and re- release the RFP, but it provides no timeline for doing so and fails to explain why technical specs have not been updated in the months since the last RFP closed. Notably, the report states that the two proposals submitted in March 2025 did not meet scheduling requirements to ensure a maximum number of buses delivered before the Games. Yet with no timeline for when the upcoming RFP will be re-released, it

is unclear how staff can also contend that its chosen approach will exceed Metro's near-term goal of 256 ZEBs by the end of 2028—a goal that was already unambitious.

The Metro Board must demand that staff pursue this new RFP no later than December 31st, 2025, to minimize further delays to our transit electrification goals. In addition to providing a concrete timeline, the re-released RFP's base order and options should be no less than the previous RFP, which was the largest solicitation for ZEBs in U.S. history. We are pleased to hear that Metro's industry outreach indicates that there are additional transit bus manufacturers that can provide ZEBs, meaning Metro will likely receive more proposals on the procurement re-release. But given that the previous RFP received only two proposals, Metro should ensure the re-released RFP is large enough to attract new manufacturers to the region and compensate for delays from the unfulfilled solicitation.

III. Construction of Charging Needs to Be Hastened.

We also continue to be deeply concerned about the pace of construction on charging facilities. While Metro has done great work electrifying divisions within Southern California Edison territory and installing en route charging in the Los Angeles Department of Water and Power (LADWP) territories, electrification of LADWP divisions continues to lag behind. This lack of progress is particularly concerning given previous ZEB Program Updates stating that the Games Enhanced Transit Services (GETS), as well as the property leases and investments to support the 2028 Olympic and Paralympic Games, provide a unique opportunity to rapidly advance electrification without disruption. Yet Metro staff continues to kick the can down the road, and our window of opportunity is rapidly closing with seemingly no justification.

Metro has continuously emphasized the need for the upcoming 2028 Olympic and Paralympic Games to leave legacy benefits for Angelenos. Metro can and must meet this moment and ensure those benefits come to fruition with a forward-looking and bold plan to electrify our transit buses. **That means deploying at least 1,175 electric transit buses and electrifying seven Metro divisions by the 2028 Games.** Metro must catalyze increased electric bus deployments so we can get ZEBs on the road, build the infrastructure we need to support the transition, create good manufacturing jobs, and foster community benefits for the Los Angeles region. We can do all of this and still provide reliable bus service.

We look forward to working with you on this effort and continuing to be engaged.

Sincerely,

The Los Angeles County Electric Truck and Bus Coalition

From: advocate@mail.actionbutton.org on behalf of Karina Korol
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, January 8, 2026 1:24:58 PM

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To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

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The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Karina Korol via ActionButton, on behalf of MoveLA. Please reply to Karina Korol at [redacted].

From: advocate@mail.actionbutton.org on behalf of Aurora Rosales
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, January 7, 2026 7:12:34 PM

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To:

Mayor Karen Bass,
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Los Angeles City Planning Commission,
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We urge you to champion Festival Trail as a lasting civic legacy. Thank you for your time and consideration!

Best regards,
Aurora Rosales

This message was sent by Aurora Rosales via ActionButton, on behalf of MoveLA. Please reply to Aurora Rosales at [redacted].

From: advocate@mail.actionbutton.org on behalf of Calla Wiemer
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, January 7, 2026 9:43:36 AM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Calla Wiemer via ActionButton, on behalf of MoveLA. Please reply to Calla Wiemer at [redacted].

From: advocate@mail.actionbutton.org on behalf of Miguel Caballero
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, January 6, 2026 10:45:07 AM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Miguel Caballero via ActionButton, on behalf of MoveLA. Please reply to Miguel Caballero at [redacted].

From: advocate@mail.actionbutton.org on behalf of Baktaash Sorkhabi
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, January 6, 2026 9:54:56 AM

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This message was sent by Baktaash Sorkhabi via ActionButton, on behalf of MoveLA. Please reply to Baktaash Sorkhabi at [redacted].

From: advocate@mail.actionbutton.org on behalf of Marianne Deacon
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, January 6, 2026 9:46:26 AM

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This message was sent by Marianne Deacon via ActionButton, on behalf of MoveLA. Please reply to Marianne Deacon at [redacted]

From: advocate@mail.actionbutton.org on behalf of Mark Siegel
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, January 5, 2026 8:56:02 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Mark Siegel via ActionButton, on behalf of MoveLA. Please reply to Mark Siegel a [redacted].

From: advocate@mail.actionbutton.org on behalf of Pilar Reynaldo
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Saturday, January 3, 2026 4:55:08 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Pilar Reynaldo via ActionButton, on behalf of MoveLA. Please reply to Pilar Reynaldo at [redacted]

From: advocate@mail.actionbutton.org on behalf of Ashley Chung
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Saturday, January 3, 2026 12:21:37 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Ashley Chung via ActionButton, on behalf of MoveLA. Please reply to Ashley Chung at [redacted]

From: advocate@mail.actionbutton.org on behalf of Karen Canady
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Friday, January 2, 2026 4:49:35 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Karen Canady via ActionButton, on behalf of MoveLA. Please reply to Karen Canady at [redacted]

From: advocate@mail.actionbutton.org on behalf of Kyeong Hoon Jung
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Friday, January 2, 2026 3:03:01 PM

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This message was sent by Kyeong Hoon Jung via ActionButton, on behalf of MoveLA. Please reply to Kyeong Hoon Jung at [redacted].

From: advocate@mail.actionbutton.org on behalf of Nick Cron-devico
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Friday, January 2, 2026 2:22:08 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Nick Cron-devico via ActionButton, on behalf of MoveLA. Please reply to Nick Cron-devico at [redacted].

From: advocate@mail.actionbutton.org on behalf of Colin Warn
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Friday, January 2, 2026 2:13:20 PM

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To:

Mayor Karen Bass,
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Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Colin Warn via ActionButton, on behalf of MoveLA. Please reply to Colin Warn at [redacted]

From: advocate@mail.actionbutton.org on behalf of Edward Soza
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Friday, January 2, 2026 2:09:26 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Edward Soza via ActionButton, on behalf of MoveLA. Please reply to Edward Soza at [redacted].

From: advocate@mail.actionbutton.org on behalf of Kent Strumpell
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, January 1, 2026 12:05:49 AM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Kent Strumpell via ActionButton, on behalf of MoveLA. Please reply to Kent Strumpell at [redacted].

From: advocate@mail.actionbutton.org on behalf of Ross Hirsch
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, December 31, 2025 5:46:10 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Ross Hirsch via ActionButton, on behalf of MoveLA. Please reply to Ross Hirsch at [redacted].

From: advocate@mail.actionbutton.org on behalf of Shane Quentin
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, December 31, 2025 4:26:49 PM

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This message was sent by Shane Quentin via ActionButton, on behalf of MoveLA. Please reply to Shane Quentin at [redacted].

From: advocate@mail.actionbutton.org on behalf of Colin Bogart
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, December 31, 2025 11:47:15 AM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Colin Bogart via ActionButton, on behalf of MoveLA. Please reply to Colin Bogart at [redacted].

From: advocate@mail.actionbutton.org on behalf of Anne Buttyan
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, December 30, 2025 5:51:21 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Anne Buttyan via ActionButton, on behalf of MoveLA. Please reply to Anne Buttyan at [redacted].

From: advocate@mail.actionbutton.org on behalf of Stacy Gianassi
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, December 29, 2025 1:44:52 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Stacy Gianassi via ActionButton, on behalf of MoveLA. Please reply to Stacy Gianassi at [redacted]

From: advocate@mail.actionbutton.org on behalf of Michael Mowgli
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Saturday, December 27, 2025 9:27:52 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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This message was sent by Michael Mowgli via ActionButton, on behalf of MoveLA. Please reply to Michael Mowgli at [redacted].

From: advocate@mail.actionbutton.org on behalf of David Moodie
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, December 24, 2025 8:27:40 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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This message was sent by David Moodie via ActionButton, on behalf of MoveLA. Please reply to David Moodie at [redacted].

From: advocate@mail.actionbutton.org on behalf of Kevin Greutert
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, December 24, 2025 7:18:03 AM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Kevin Greutert via ActionButton, on behalf of MoveLA. Please reply to Kevin Greutert at [redacted].

From: advocate@mail.actionbutton.org on behalf of Mona Blaber
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, December 24, 2025 12:58:50 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

To:

Mayor Karen Bass,
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LA28 Organizing Committee,
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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Mona Blaber via ActionButton, on behalf of MoveLA. Please reply to Mona Blaber at [redacted].

From: advocate@mail.actionbutton.org on behalf of Nanci Anderson
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, December 18, 2025 7:48:27 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Nanci Anderson via ActionButton, on behalf of MoveLA. Please reply to Nanci Anderson at [redacted]

From: advocate@mail.actionbutton.org on behalf of Dave Mcsparran
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, December 18, 2025 5:55:00 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Dave Mcsparran via ActionButton, on behalf of MoveLA. Please reply to Dave Mcsparran at [redacted].

From: advocate@mail.actionbutton.org on behalf of Polly Drown
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, December 18, 2025 5:20:54 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Polly Drown via ActionButton, on behalf of MoveLA. Please reply to Polly Drown at [redacted].

From: advocate@mail.actionbutton.org on behalf of Sean Scott
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, December 18, 2025 9:22:28 AM

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We urge you to champion Festival Trail as a lasting civic legacy.

Thank you,
Sean Scott

This message was sent by Sean Scott via ActionButton, on behalf of MoveLA. Please reply to Sean Scott at [redacted].

From: advocate@mail.actionbutton.org on behalf of Jesse Garcia
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, December 15, 2025 11:02:28 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Jesse Garcia via ActionButton, on behalf of MoveLA. Please reply to Jesse Garcia at [redacted].

From: advocate@mail.actionbutton.org on behalf of Donatas Empakeris
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, December 11, 2025 7:37:28 PM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Donatas Empakeris via ActionButton, on behalf of MoveLA. Please reply to Donatas Empakeris at [redacted].

From: advocate@mail.actionbutton.org on behalf of Karla Silva
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, December 11, 2025 9:54:26 AM

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Karla Silva via ActionButton, on behalf of MoveLA. Please reply to Karla Silva at [redacted]

From: advocate@mail.actionbutton.org on behalf of Nikolas Soren Goodich
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, December 8, 2025 4:34:13 PM

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This message was sent by Nikolas Soren Goodich via ActionButton, on behalf of MoveLA. Please reply to Nikolas Soren Goodich at [redacted].

From: advocate@mail.actionbutton.org on behalf of Noel Mccarthy
To: Board Clerk
Subject: (EXTERNAL) Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Sunday, January 11, 2026 7:54:32 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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This message was sent by Noel Mccarthy via ActionButton, on behalf of MoveLA. Please reply to Noel Mccarthy at [redacted].

From: advocate@mail.actionbutton.org on behalf of Abbey Ehman
To: Board Clerk
Subject: (EXTERNAL) Supporting Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, January 12, 2026 8:45:43 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

The Festival Trail is a bold, community-rooted vision that reimagines public space, mobility, and cultural infrastructure across Los Angeles. It is designed not only to enhance the experience of the LA28 Games, but to leave a lasting, equitable legacy for our neighborhoods — linking parks, streets, transit corridors, and cultural institutions through inclusive design, local stewardship, and sustainable infrastructure for all members of the community that call Los Angeles home.

The Festival Trail is:

Fiscally sponsored by the California Community Foundation, ensuring transparent and accountable financial stewardship;

Guided by an advisory committee composed of local, state, and national leaders in transportation, public space, culture, and community development;

Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Abbey Ehman via ActionButton, on behalf of MoveLA. Please reply to Abbey Ehman at [redacted].

From: Wakita Ken
To: Board Clerk; Supervisor Janice Hahn (Fourth District); fdutra@cityofwhittier.org
Subject: (EXTERNAL) Metro Special Board Meeting 2026-01-14 #2025-1007 Funding Strategy
Date: Monday, January 12, 2026 9:42:23 AM
Attachments: image.png

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Support: Moving up Fare Modernization to Top 3 projects in Priority Level 1 projects.

Reason: Looming fiscal crisis means we need to act faster on securing the funds needed that directly relates to farebox recovery. The great successes of the TAP to Exit and taller fare gates have shown that this idea works and should be implemented systemwide. These methods are also primarily used in Asian cities like Tokyo, Seoul, Taipei, Hong Kong and Singapore. If everything so far that they've been doing has proven to work, what else can we learn from those cities? Open-by-default faregates? Cheaply rated distance based fares?

I urge a motion by my representatives on the Metro Board, Supervisor Hahn (LA County 4th District) and Chair Dutra (SE Long Beach sector) to move up the fare modernization up to the top 3 of the priority list.

Thank you

Revised Priority Level 1 Projects

Projects by Priority Level	Overall Rank	Sept 2025 Board Estimated Cost ($ in millions)	Updated Costs (Dec 2025)
Priority Level 1			
Washington/Flower Corridor*	1	$15	$8
7th Street/Metro Center Station (Phased)*	2	$50	$50
LA Union Station*	3	$50	$11
A Line Anaheim St Interlock*	4	$15	$52.5
E Line Degnan Siding & Interlock*	5	$40	$39.4
B & D Line Stations Bundle	6	$135	$50
~~Metrolink Pomona Fairplex Platform Enhancements~~	~~7~~	~~$2~~	~~$2~~
Harbor Gateway*	8	$15	$50.8
Norwalk*	9	$27	$24.9
A Line Ave 34 Interlock*	10	$12	$32.5
E Line Bundy Interlock*	11	$14	$22.8
Memorial Park *	13	$10	$15
Fare Modernization	20	$20	$20
LRT Upgraded Cable Protection / Track Intrusion	14	$19	$19
Subtotal Priority Level 1 =		$424	$396

If Fare Modernization means TAP to Exit, more taller fare gates (and even trialing newer ideas like default-open faregates used in Japan and Korea), and things like distance based fares, then this should be much higher on the list, perhaps even at the top 3. With the looming funding crisis, fast tracking fare modernization must be done ASAP to recover as much fare revenue as possible, and set our goal to have 50% or more farebox recovery ratio, ideally more like all the Asian transit systems are capable of.

Metro

MINUTES

Thursday, December 4, 2025

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger, 2nd Vice Chair
Karen Bass
Janice Hahn
Lindsey Horvath
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Monica Benavides, non-voting member

Sharon Gookin, Deputy Chief Executive Officer

CALLED TO ORDER: 10:10 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, ~~7~~, 8, 9, 10, 11, 12, 13, 16, 20, 21, 22, 23, 24**, 25, 26, and 30.

Consent Calendar items were approved by one motion except item 7, which was held by a Director for Discussion and/or separate action.

**Item required 2/3 vote of the Full Board.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

Voting Deviations:
Item 5 – the following Director voted no: LH
Item 16 – the following Director voted no: JH
Item 26 – the following Director abstained: AJN

2. SUBJECT: MINUTES **2025-1022**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held October 23, 2025.

3. SUBJECT: REMARKS BY THE CHAIR **2025-1020**

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	A	P	A	P	P	A	A	A	P	P	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2025-1021**

RECEIVED report by the Chief Executive Officer.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	P	P	A	A	P	P	P	A	P

****

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

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

5. **SUBJECT: WESTBOUND STATE ROUTE 91 - ALONDRA TO SHOEMAKER IMPROVEMENT PROJECT** 2025-0842

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Modification No.10 to Contract No. AE60979000 with Michael Baker International (MBI) in the amount of $4,833,337 to provide additional professional services for the Westbound State Route 91 - Alondra Boulevard to Shoemaker Avenue Improvements Project (WB SR-91) - Plans, Specifications and Estimate phase (PS&E) or Final Design, increasing the contract value from $12,614,738 to $17,448,075; and extending the period of performance from December 31, 2025 to December 31, 2030;

B. AMEND the existing Cooperative Agreement with Caltrans to add $2,081,000 in funding to complete final design, prepare all necessary documents, and advertise, award, and approve the project for construction; and

C. EXECUTE a third-party Cooperative Agreement with the Mountains Recreation and Conservation Authority (MRCA) to fulfill the Regional Water Quality Control Board (RWQCB) Section 401 permit compensatory mitigation requirement for this project's permanent wetland impacts, in the amount of $126,000.

6. **SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLES SIX AND SEVEN** 2025-0854

APPROVED:

A. AWARDING $10 million to the Open and Slow Streets Grant Program Cycles Six and Seven to fund 29 events scheduled either during the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games; and

B. AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available from Cycles Six and Seven.

HORVATH, DUTRA, SOLIS, HAHN, SANDOVAL, AND YAROSLAVSKY AMENDMENT: To direct the Chief Executive Officer to report back to the Board in March 2026 with recommendations and analysis to:

A. Make Metro's Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers,

(continued on next page)

(Item 6 – continued from previous page)

and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program;

B. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of $1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028; and

C. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	Y	Y	A	Y

7. SUBJECT: EAST SAN FERNANDO VALLEY SHARED RIGHT-OF-WAY 2025-0853

APPROVED:

A. RECEIVING AND FILING the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report, the Outreach Summary Report, and the Interim Terminus Parking Analysis (Northern Segment),

B. AUTHORIZING the Chief Executive Officer to approve the Scenario 2 Metrolink option as the preferred alternative for the East San Fernando Valley Light Rail Transit (ESFV LRT) Project;

C. AUTHORIZING staff to continue planning work on improvements related to Scenario 2, consisting of the following:

1. Rail Crossing safety improvements at six (6) at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL);

2. Design and conduct environmental clearance of a new Pacoima Metrolink infill station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration; and

3. Identify funds to program through a separate Board action for successful completion of the planned work.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	Y	Y	A	Y

8. SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM **2025-0948**

APPROVED ON CONSENT CALENDAR the programming request of up to $218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of $134,483,000 and an additional maximum target share request of $83,886,000 as an interest-free advance from LA County's estimated future STIP shares.

9. SUBJECT: WARNER CENTER MICROTRANSIT PILOT PROGRAM MOTION **2025-1013**

APPROVED ON CONSENT CALENDAR Motion by Horvath, Najarian, Barger, and Padilla that the Board direct the Chief Executive Officer to:

A. Assist in evaluating the Warner Center Micro Transit Pilot Program after six months and one year of operation, including but not limited to:

   1. ridership;
   2. operating costs (annual and per trip); and
   3. a qualitative survey to determine commuter perspectives and preferences; and

B. Upon successful completion of the Warner Center Microtransit Pilot Program, and a determination that the Pilot Program generated positive results in terms of ridership, cost efficiency, and commuter preference, to present the findings to the San Fernando Valley Service Council and the Metro Board, including, any recommendations.

10. SUBJECT: QUALITY MANAGEMENT CONSULTANT **2025-0799**

APPROVED ON CONSENT CALENDAR:

A. an increase in authorized funding and executing Modification No. 9 to Contract No. PS54007 with Enterris Associates, Inc. (formerly PQM, Inc.), for pending and future Task Orders to provide quality management consulting and support services for Metro Transit and Transportation projects in an amount Not-To-Exceed (NTE) $28,500,000; increasing the total contract authorized funding from an NTE amount of $25,325,804 to a NTE amount of $53,825,804 and exercising the three, one-year option years through March 2029; and

B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

11. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES **2025-0869**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles.

12. SUBJECT: ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 AND DIVISION 7 **2025-0602**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS130703000 to Clark Construction Group - CA, LP, for Phase 1 Preconstruction Services of the Progressive Design-Build Operate and Maintain contract for the Zero Emission Bus Charging Infrastructure Project for Division 18 and Division 7 (Project) in the amount of $15,943,897, subject to the resolution of protest(s), if any;

B. ESTABLISH a Preconstruction Phase-of-Project Budget (Preconstruction Budget) for the Project in the amount of $154,403,000; and

C. NEGOTIATE and EXECUTE all project-related agreements and contracts including contract modifications within the authorized Preconstruction Budget.

13. SUBJECT: MEDICAL CLINIC SERVICES **2025-0919**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to exercise the first two-year option term to the Medical Clinic Services Bench Contract Nos. PS70268000 through PS70268005 in the amount of $3,182,103, including $797,900, to support the onboarding of police officers and public safety dispatchers within Metro's Department of Public Safety (DPS), increasing the cumulative contract value from $6,833,016 to $10,015,119 and extend the period of performance from March 1, 2026 through February 29, 2028 to continue to provide medical examination and drug and alcohol testing services for Metro safety-sensitive employees and job candidates.

16. SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT ENVIRONMENTAL IMPACT REPORT **2025-0953**

APPROVED ON CONSENT CALENDAR:

A. SETTING ASIDE Metro's action on February 22, 2024:

1. Approving the Los Angeles Aerial Rapid Transit Project with Design Option A;
2. Certifying the Final Environmental Impact Report;
3. Adopting the Findings and Statement of Overriding Considerations; and
4. Adopting the Mitigation Monitoring and Reporting Program.

(continued on next page)

(Item 16 – continued from previous page)

AND CONSIDER:

B. RECERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Environmental Impact Report (EIR), as supplemented by the Final Supplemental Environmental Impact Report (SEIR) and Errata to the Final SEIR, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines section 15090;

C. CERTIFYING, in accordance with CEQA, the SEIR, including the Errata to the Final SEIR, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines section 15090;

D. ADOPTING, in accordance with CEQA, the:

1. Findings of Fact and Statement of Overriding Considerations setting forth the reasons and benefits of approving the Project with full knowledge that significant impacts may remain; and
2. Mitigation Monitoring and Reporting Program;

E. APPROVING the Los Angeles Aerial Rapid Transit Project ("Project") with Design Option A pursuant to Public Utilities Code (PUC) section 130252 and subject to Motion: Empowering Community Through an Inclusive Community Benefits Agreement; and

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

17. SUBJECT: 2026 LEGISLATIVE PROGRAM 2025-0936

APPROVED:

A. RECEIVING the State and Federal Legislative Report;

B. ADOPTING the proposed 2026 Federal Legislative Program; and

C. ADOPTING the proposed 2026 State Legislative Program.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	Y	A	A	Y	Y	Y	A	Y

18. SUBJECT: WATER TAXI FROM SAN PEDRO TO LONG BEACH MOTION **2025-1026**

APPROVED Motion by Hahn, Bass, Dutra, Dupont-Walker, Butts, and Sandoval that the Board direct the Chief Executive Officer to:

A. Develop and issue an industry engagement process (i.e. reverse pitch) to identify private and public operator interest, capabilities, and partnership opportunities to deliver a water-taxi service between San Pedro and Long Beach during the 2028 Games;

B. Assess short-term and special-event funding options, including public-private partnership cost-sharing, sponsorship models, federal maritime or mobility grants, and temporary operations funding, to support Games-time service. Such funding source options shall not be eligible for bus or rail operations; and

C. Report back to the Board within 180 days with findings such as Public-Private-Partnership structures, a proposed implementation timeline, and any next steps.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	Y	Y	A	Y

20. SUBJECT: METRO E LINE UNDERGROUND TUNNEL RADIO SYSTEM REPLACEMENT **2025-0471**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm-fixed price contract, Contract No. DR124275(2)000 to Martinez Engineering, LLC for the Metro E Line Underground Tunnel Radio System Replacement in the amount of $2,494,602, subject to the resolution of any properly submitted protest(s), if any.

21. SUBJECT: SAFETY VESTS **2025-0695**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA125897000 to Safety Vibe, Inc., the lowest responsive and responsible bidder, to supply safety vests in the Not-to-Exceed (NTE) amount of $1,763,791.48, inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.

22. SUBJECT: CHEMICAL FIRE SUPPRESSION TESTING AND CERTIFICATION **2025-0746**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP127011(2)0008370 to Majestic Fire Inc., DBA Kord Fire Protection, to provide chemical fire suppression testing, replacement and certification services in the Not-To-Exceed (NTE) amount of $819,035 for the three-year base period, $273,145 for option year one, and $273,145 for option year two, for a combined NTE amount of $1,365,325, effective March 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

23. SUBJECT: ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) II PROGRAM IMPLEMENTATION SUPPORT **2025-0852**

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

A. AWARD a five-year firm fixed unit rate Contract No. PS131648000 to Intueor Consulting, Inc. to provide program support for the implementation of the Advanced Transportation Management System (ATMS) II Computer Aided Dispatch / Automated Vehicle Location (CAD/AVL) System in the Not-to-Exceed (NTE) amount of $10,799,089.84, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

24. SUBJECT: BUS ENGINE COOLING SYSTEM REBUILD KIT **2025-0859**

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD:

A. FINDING that the procurement of Metro Bus Engine Cooling System Rebuild Kit under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single source procurement method for the purpose of duplicating equipment already in use; and

B. AUTHORIZING the Chief Executive Officer to award a single source, one-year, Indefinite Delivery, Indefinite Quantity Contract No. SD129781000 to Engineered Machined Products, Inc. (EMP) for 140 kits to rebuild EMP engine cooling systems currently installed on Metro buses. The one-year contract is for a total Not- To- Exceed (NTE) contract amount of $807,154.60 inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.

25. SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE TRANSIT ALLOCATIONS **2025-0861**

APPROVED ON CONSENT CALENDAR a total of $9,918,750 for the continued Direct Annual Allocation for Transit Service on the I-110 and I-10 ExpressLanes for Fiscal Year 2026 (FY26).

26. SUBJECT: GRAFFITI ABATEMENT SERVICES **2025-0967**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed unit rate Contract No. OP91160(3)001R1 for Region 1 to BriteWorks, Inc. to provide graffiti abatement services in the Not-To-Exceed (NTE) amount of $2,740,433 for the three-year base period, and $1,975,184 for the one, two-year option term, for a combined NTE amount of $4,715,617, effective February 1, 2026, subject to the resolution of any properly submitted protest(s), if any; and

B. AWARD a firm fixed unit rate Contract No. OP91160(3)002R2 for Region 2 to Strive Well- Being, Inc. to provide graffiti abatement services in the NTE amount of $3,424,320 for the three-year base period, and $2,387,760 for the one, two-year option term, for a combined NTE amount of $5,812,080, effective February 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

30. SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM UPDATE **2025-0824**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. RECEIVE AND FILE quarterly status report on the ZEB Program;

B. UTILIZE the Washington Department of Enterprise Services Contract or Colorado State Contract for a not-to-exceed expenditure amount of $50,000,000 inclusive of sales tax, for up to 40 battery electric buses (BEBs); and

C. APPROVE a Life-Of-Project (LOP) budget in the amount of $52,000,000 for the purchase of up to 40 BEBs, professional and technical support, labor and contingency under Capital Project 201078.

32. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR DORAN STREET CROSSING GRADE SEPARATION PROJECT **2025-0845**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire a Fee Simple Interest ("Fee"), Permanent Easement ("PE") and two 44 month Temporary Construction Easements ("TCE") for the properties described as follows:

1. 5487 San Fernando Road West, Los Angeles, Los Angeles County, California 90039 (APN 5593-005-001, -002, -015, and -036)

2. 5471 San Fernando Road West, Los Angeles, Los Angeles County, California 90039 (APN 5593-005-027)

The interests being acquired in the above listed properties are referred to herein as the "Property Interests."

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	Y

33. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT **2025-0903**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Fee Simple Interests ("Fee Interests") and the Improvements Pertaining to Realty ("IPR") for the properties described as follows:

1. 7921-7929 Van Nuys Blvd, Panorama City, CA 91402, APN: 2210-022-040, 056; ESFV-B-004-1 (B-004); (IPR Interest Only)

2. 8751 Van Nuys Blvd Panorama City, CA 91402, 2653-002-030; ESFV-B-005-1 (B-005). (Fee Interest Only)

The interests being acquired in the above listed properties are referred to herein as the "Property Interests."

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	Y

34. SUBJECT: CLOSED SESSION **2025-1024**

A. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)
Title: Chief Executive Officer, Board Clerk, General Counsel, Inspector General, Chief Ethics Officer

No report.

B. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
1. Danny Aban v. LACMTA., Case No. 24SMCV03889

APPROVED settlement in the amount of $275,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

2. Matthew Barraza v. LACMTA, LASC Case No. 23STCV23302

APPROVED settlement in the amount of $275,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

3. Myrna Cayabyab v. LACMTA, LASC Case No. 24CHCV01784

APPROVED settlement in the amount of $295,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

4. Dawn Diaz v. LACMTA, LASC Case No. 23CHCV02047

APPROVED settlement in the amount of $300,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

5. Cristina Tarabay v. LACMTA, LASC Case No. 24STCV23284

APPROVED settlement in the amount of $11,250,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

(continued on next page)

(Item 34 – continued from previous page)

C. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)
Initiation of Litigation (One case)

CARRIED OVER.

D. Conference with Labor Negotiator - Government Code 54957.6
Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: AFSCME, SMART, TCU, ATU, Teamsters

No report.

ADJOURNED AT 3:00 P.M. IN MEMORY OF DIVISION 7 BUS OPERATOR TANYA PERRY.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration

Collette Langston, Board Clerk

MINUTES

Thursday, December 4, 2025

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger, 2nd Vice Chair
Karen Bass
Janice Hahn
Lindsey Horvath
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Monica Benavides, non-voting member

Sharon Gookin, Deputy Chief Executive Officer

CALLED TO ORDER: 10:10 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, ~~7~~, 8, 9, 10, 11, 12, 13, 16, 20, 21, 22, 23, 24**, 25, 26, and 30.

Consent Calendar items were approved by one motion except item 7, which was held by a Director for Discussion and/or separate action.

**Item required 2/3 vote of the Full Board.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

Voting Deviations:
Item 5 – the following Director voted no: LH
Item 16 – the following Director voted no: JH
Item 26 – the following Director abstained: AJN

2. SUBJECT: MINUTES **2025-1022**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held October 23, 2025.

3. SUBJECT: REMARKS BY THE CHAIR **2025-1020**

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	A	P	A	P	P	A	A	A	P	P	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2025-1021**

RECEIVED report by the Chief Executive Officer.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	P	P	A	A	P	P	P	A	P

****

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

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

5. SUBJECT: WESTBOUND STATE ROUTE 91 - ALONDRA TO SHOEMAKER IMPROVEMENT PROJECT **2025-0842**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Modification No.10 to Contract No. AE60979000 with Michael Baker International (MBI) in the amount of $4,833,337 to provide additional professional services for the Westbound State Route 91 - Alondra Boulevard to Shoemaker Avenue Improvements Project (WB SR-91) - Plans, Specifications and Estimate phase (PS&E) or Final Design, increasing the contract value from $12,614,738 to $17,448,075; and extending the period of performance from December 31, 2025 to December 31, 2030;

B. AMEND the existing Cooperative Agreement with Caltrans to add $2,081,000 in funding to complete final design, prepare all necessary documents, and advertise, award, and approve the project for construction; and

C. EXECUTE a third-party Cooperative Agreement with the Mountains Recreation and Conservation Authority (MRCA) to fulfill the Regional Water Quality Control Board (RWQCB) Section 401 permit compensatory mitigation requirement for this project's permanent wetland impacts, in the amount of $126,000.

6. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLES SIX AND SEVEN **2025-0854**

APPROVED:

A. AWARDING $10 million to the Open and Slow Streets Grant Program Cycles Six and Seven to fund 29 events scheduled either during the 2026 FIFA World Cup or 2028 Olympic and Paralympic Games; and

B. AUTHORIZING a waiting list of eligible events that may be awarded administratively, should funding become available from Cycles Six and Seven.

HORVATH, DUTRA, SOLIS, HAHN, SANDOVAL, AND YAROSLAVSKY AMENDMENT: To direct the Chief Executive Officer to report back to the Board in March 2026 with recommendations and analysis to:

A. Make Metro’s Open and Slow Streets pilot program permanent, including soliciting input from community stakeholders, previous event organizers,

(continued on next page)

(Item 6 – continued from previous page)

and partnering agencies to identify recommendations to transition the Metro Open and Slow Streets Program from a pilot to a permanent program;

B. Initiate an abbreviated Open and Slow Streets Grant Cycle and identify a minimum of $1 million to support waitlisted and/or new events that celebrate the 2028 Olympic and Paralympic Games that will occur between September 2026 and March 2028; and

C. Offer technical assistance, including but not limited to the identification of alternative sources of funding and partnering on external grant applications, to support agencies and organizations that were waitlisted or ineligible for funding in the Open and Slow Streets Grant Program Cycles Six and Seven.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	Y	Y	A	Y

7. SUBJECT: EAST SAN FERNANDO VALLEY SHARED RIGHT-OF-WAY 2025-0853

APPROVED:

A. RECEIVING AND FILING the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report, the Outreach Summary Report, and the Interim Terminus Parking Analysis (Northern Segment),

B. AUTHORIZING the Chief Executive Officer to approve the Scenario 2 Metrolink option as the preferred alternative for the East San Fernando Valley Light Rail Transit (ESFV LRT) Project;

C. AUTHORIZING staff to continue planning work on improvements related to Scenario 2, consisting of the following:

1. Rail Crossing safety improvements at six (6) at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL);

2. Design and conduct environmental clearance of a new Pacoima Metrolink infill station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration; and

3. Identify funds to program through a separate Board action for successful completion of the planned work.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	Y	Y	A	Y

8. SUBJECT: 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM **2025-0948**

APPROVED ON CONSENT CALENDAR the programming request of up to $218,369,000 in Regional Transportation Improvement Program funds, including a target share for a LA County request of $134,483,000 and an additional maximum target share request of $83,886,000 as an interest-free advance from LA County's estimated future STIP shares.

9. SUBJECT: WARNER CENTER MICROTRANSIT PILOT PROGRAM MOTION **2025-1013**

APPROVED ON CONSENT CALENDAR Motion by Horvath, Najarian, Barger, and Padilla that the Board direct the Chief Executive Officer to:

A. Assist in evaluating the Warner Center Micro Transit Pilot Program after six months and one year of operation, including but not limited to:

   1. ridership;
   2. operating costs (annual and per trip); and
   3. a qualitative survey to determine commuter perspectives and preferences; and

B. Upon successful completion of the Warner Center Microtransit Pilot Program, and a determination that the Pilot Program generated positive results in terms of ridership, cost efficiency, and commuter preference, to present the findings to the San Fernando Valley Service Council and the Metro Board, including, any recommendations.

10. SUBJECT: QUALITY MANAGEMENT CONSULTANT **2025-0799**

APPROVED ON CONSENT CALENDAR:

A. an increase in authorized funding and executing Modification No. 9 to Contract No. PS54007 with Enterris Associates, Inc. (formerly PQM, Inc.), for pending and future Task Orders to provide quality management consulting and support services for Metro Transit and Transportation projects in an amount Not-To-Exceed (NTE) $28,500,000; increasing the total contract authorized funding from an NTE amount of $25,325,804 to a NTE amount of $53,825,804 and exercising the three, one-year option years through March 2029; and

B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

11. SUBJECT: THIRD PARTY ADMINISTRATION - CITY OF LOS ANGELES **2025-0869**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the FY26 Annual Work Plan Budget for the City of Los Angeles.

12. SUBJECT: ZERO EMISSION BUS CHARGING INFRASTRUCTURE PROJECT FOR DIVISION 18 AND DIVISION 7 **2025-0602**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS130703000 to Clark Construction Group - CA, LP, for Phase 1 Preconstruction Services of the Progressive Design-Build Operate and Maintain contract for the Zero Emission Bus Charging Infrastructure Project for Division 18 and Division 7 (Project) in the amount of $15,943,897, subject to the resolution of protest(s), if any;

B. ESTABLISH a Preconstruction Phase-of-Project Budget (Preconstruction Budget) for the Project in the amount of $154,403,000; and

C. NEGOTIATE and EXECUTE all project-related agreements and contracts including contract modifications within the authorized Preconstruction Budget.

13. SUBJECT: MEDICAL CLINIC SERVICES **2025-0919**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to exercise the first two-year option term to the Medical Clinic Services Bench Contract Nos. PS70268000 through PS70268005 in the amount of $3,182,103, including $797,900, to support the onboarding of police officers and public safety dispatchers within Metro's Department of Public Safety (DPS), increasing the cumulative contract value from $6,833,016 to $10,015,119 and extend the period of performance from March 1, 2026 through February 29, 2028 to continue to provide medical examination and drug and alcohol testing services for Metro safety-sensitive employees and job candidates.

16. SUBJECT: LOS ANGELES AERIAL RAPID TRANSIT ENVIRONMENTAL IMPACT REPORT **2025-0953**

APPROVED ON CONSENT CALENDAR:

A. SETTING ASIDE Metro's action on February 22, 2024:

1. Approving the Los Angeles Aerial Rapid Transit Project with Design Option A;
2. Certifying the Final Environmental Impact Report;
3. Adopting the Findings and Statement of Overriding Considerations; and
4. Adopting the Mitigation Monitoring and Reporting Program.

(continued on next page)

(Item 16 – continued from previous page)

AND CONSIDER:

B. RECERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Environmental Impact Report (EIR), as supplemented by the Final Supplemental Environmental Impact Report (SEIR) and Errata to the Final SEIR, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines section 15090;

C. CERTIFYING, in accordance with CEQA, the SEIR, including the Errata to the Final SEIR, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines section 15090;

D. ADOPTING, in accordance with CEQA, the:

1. Findings of Fact and Statement of Overriding Considerations setting forth the reasons and benefits of approving the Project with full knowledge that significant impacts may remain; and
2. Mitigation Monitoring and Reporting Program;

E. APPROVING the Los Angeles Aerial Rapid Transit Project ("Project") with Design Option A pursuant to Public Utilities Code (PUC) section 130252 and subject to Motion: Empowering Community Through an Inclusive Community Benefits Agreement; and

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

17. SUBJECT: 2026 LEGISLATIVE PROGRAM **2025-0936**

APPROVED:

A. RECEIVING the State and Federal Legislative Report;

B. ADOPTING the proposed 2026 Federal Legislative Program; and

C. ADOPTING the proposed 2026 State Legislative Program.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	A	Y	Y	Y	A	A	Y	Y	Y	A	Y

18. SUBJECT: WATER TAXI FROM SAN PEDRO TO LONG BEACH MOTION **2025-1026**

APPROVED Motion by Hahn, Bass, Dutra, Dupont-Walker, Butts, and Sandoval that the Board direct the Chief Executive Officer to:

A. Develop and issue an industry engagement process (i.e. reverse pitch) to identify private and public operator interest, capabilities, and partnership opportunities to deliver a water-taxi service between San Pedro and Long Beach during the 2028 Games;

B. Assess short-term and special-event funding options, including public-private partnership cost-sharing, sponsorship models, federal maritime or mobility grants, and temporary operations funding, to support Games-time service. Such funding source options shall not be eligible for bus or rail operations; and

C. Report back to the Board within 180 days with findings such as Public-Private-Partnership structures, a proposed implementation timeline, and any next steps.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	A	A	Y	Y	Y	A	Y

20. SUBJECT: METRO E LINE UNDERGROUND TUNNEL RADIO SYSTEM REPLACEMENT **2025-0471**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm-fixed price contract, Contract No. DR124275(2)000 to Martinez Engineering, LLC for the Metro E Line Underground Tunnel Radio System Replacement in the amount of $2,494,602, subject to the resolution of any properly submitted protest(s), if any.

21. SUBJECT: SAFETY VESTS **2025-0695**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA125897000 to Safety Vibe, Inc., the lowest responsive and responsible bidder, to supply safety vests in the Not-to-Exceed (NTE) amount of $1,763,791.48, inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.

22. SUBJECT: CHEMICAL FIRE SUPPRESSION TESTING AND CERTIFICATION **2025-0746**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP127011(2)0008370 to Majestic Fire Inc., DBA Kord Fire Protection, to provide chemical fire suppression testing, replacement and certification services in the Not-To-Exceed (NTE) amount of $819,035 for the three-year base period, $273,145 for option year one, and $273,145 for option year two, for a combined NTE amount of $1,365,325, effective March 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

23. SUBJECT: ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) II PROGRAM IMPLEMENTATION SUPPORT **2025-0852**

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

A. AWARD a five-year firm fixed unit rate Contract No. PS131648000 to Intueor Consulting, Inc. to provide program support for the implementation of the Advanced Transportation Management System (ATMS) II Computer Aided Dispatch / Automated Vehicle Location (CAD/AVL) System in the Not-to-Exceed (NTE) amount of $10,799,089.84, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

24. SUBJECT: BUS ENGINE COOLING SYSTEM REBUILD KIT **2025-0859**

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD:

A. FINDING that the procurement of Metro Bus Engine Cooling System Rebuild Kit under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single source procurement method for the purpose of duplicating equipment already in use; and

B. AUTHORIZING the Chief Executive Officer to award a single source, one-year, Indefinite Delivery, Indefinite Quantity Contract No. SD129781000 to Engineered Machined Products, Inc. (EMP) for 140 kits to rebuild EMP engine cooling systems currently installed on Metro buses. The one-year contract is for a total Not- To- Exceed (NTE) contract amount of $807,154.60 inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.

25. SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE TRANSIT ALLOCATIONS **2025-0861**

APPROVED ON CONSENT CALENDAR a total of $9,918,750 for the continued Direct Annual Allocation for Transit Service on the I-110 and I-10 ExpressLanes for Fiscal Year 2026 (FY26).

26. SUBJECT: GRAFFITI ABATEMENT SERVICES **2025-0967**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed unit rate Contract No. OP91160(3)001R1 for Region 1 to BriteWorks, Inc. to provide graffiti abatement services in the Not-To-Exceed (NTE) amount of $2,740,433 for the three-year base period, and $1,975,184 for the one, two-year option term, for a combined NTE amount of $4,715,617, effective February 1, 2026, subject to the resolution of any properly submitted protest(s), if any; and

B. AWARD a firm fixed unit rate Contract No. OP91160(3)002R2 for Region 2 to Strive Well- Being, Inc. to provide graffiti abatement services in the NTE amount of $3,424,320 for the three-year base period, and $2,387,760 for the one, two-year option term, for a combined NTE amount of $5,812,080, effective February 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

30. SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM UPDATE **2025-0824**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. RECEIVE AND FILE quarterly status report on the ZEB Program;

B. UTILIZE the Washington Department of Enterprise Services Contract or Colorado State Contract for a not-to-exceed expenditure amount of $50,000,000 inclusive of sales tax, for up to 40 battery electric buses (BEBs); and

C. APPROVE a Life-Of-Project (LOP) budget in the amount of $52,000,000 for the purchase of up to 40 BEBs, professional and technical support, labor and contingency under Capital Project 201078.

32. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR DORAN STREET CROSSING GRADE SEPARATION PROJECT **2025-0845**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire a Fee Simple Interest ("Fee"), Permanent Easement ("PE") and two 44 month Temporary Construction Easements ("TCE") for the properties described as follows:

1. 5487 San Fernando Road West, Los Angeles, Los Angeles County, California 90039 (APN 5593-005-001, -002, -015, and -036)

2. 5471 San Fernando Road West, Los Angeles, Los Angeles County, California 90039 (APN 5593-005-027)

The interests being acquired in the above listed properties are referred to herein as the "Property Interests."

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	Y

33. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT **2025-0903**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Fee Simple Interests ("Fee Interests") and the Improvements Pertaining to Realty ("IPR") for the properties described as follows:

1. 7921-7929 Van Nuys Blvd, Panorama City, CA 91402, APN: 2210-022-040, 056; ESFV-B-004-1 (B-004); (IPR Interest Only)

2. 8751 Van Nuys Blvd Panorama City, CA 91402, 2653-002-030; ESFV-B-005-1 (B-005). (Fee Interest Only)

The interests being acquired in the above listed properties are referred to herein as the "Property Interests."

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	Y

34. SUBJECT: CLOSED SESSION **2025-1024**

A. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)
Title: Chief Executive Officer, Board Clerk, General Counsel, Inspector General, Chief Ethics Officer

No report.

B. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
1. Danny Aban v. LACMTA., Case No. 24SMCV03889

APPROVED settlement in the amount of $275,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

2. Matthew Barraza v. LACMTA, LASC Case No. 23STCV23302

APPROVED settlement in the amount of $275,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

3. Myrna Cayabyab v. LACMTA, LASC Case No. 24CHCV01784

APPROVED settlement in the amount of $295,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

4. Dawn Diaz v. LACMTA, LASC Case No. 23CHCV02047

APPROVED settlement in the amount of $300,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

5. Cristina Tarabay v. LACMTA, LASC Case No. 24STCV23284

APPROVED settlement in the amount of $11,250,000.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	A	Y

(continued on next page)

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C. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)
Initiation of Litigation (One case)

CARRIED OVER.

D. Conference with Labor Negotiator - Government Code 54957.6
Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: AFSCME, SMART, TCU, ATU, Teamsters

No report.

ADJOURNED AT 3:00 P.M. IN MEMORY OF DIVISION 7 BUS OPERATOR TANYA PERRY.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk

Metro

MINUTES

Wednesday, January 14, 2026

9:00 AM

Board of Directors - Special Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Karen Bass, Vice Chair
Kathryn Barger
Jacquelyn Dupont-Walker
Janice Hahn
Lindsey Horvath
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 9:06 A.M.

ROLL CALL

5. SUBJECT: MOBILITY CONCEPT PLAN IMPLEMENTATION UPDATE REPORT **2025-1006**

RECEIVED AND FILED the Mobility Concept Plan (MCP) Implementation Progress Report.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	A	P	P	A	P	P	P	A	P

6. SUBJECT: MOBILITY CONCEPT PLAN PRIORITIZATION AND FUNDING STRATEGY **2025-1007**

APPROVED:

A. RECEIVING AND FILING status report on the Provisional Priority List of the Mobility Concept Plan; and

B. APPROVING the submittal of a Letter of Interest (LOI) to the United States Department of Transportation (USDOT) for a Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) loan for the projects contained in the Provisional Priority List and pay related fees and expenses.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	Y

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KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

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

7. **SUBJECT: FUNDING FLEXIBILITY FOR LOCAL JURISDICTIONS IN SUPPORT OF THE METRO 2028 MOBILITY CONCEPT PLAN MOTION** 2026-0019

APPROVED Motion by Bass, Dutra, Solis, Najarian, Sandoval, and Yaroslavsky that the Board direct the Chief Executive Officer to:

A. Allow each local jurisdiction in L.A. County, at its sole discretion and upon its request, the option of reallocating Metro discretionary and non-discretionary funds, including but not limited to funds previously allocated by the Metro Board, such as the Call for Projects and Multiyear Subregional Programs, to advance local projects that are consistent with the goals of the Metro 2028 Mobility Concept Plan. For competitive funding programs, this option would apply only to funds awarded prior to January 1, 2024;

B. To ensure flexibility for participating local jurisdictions, exempt this reallocation from existing program requirements and guidelines to the maximum extent possible, so long as projects meet core criteria of supporting the 2028 Mobility Concept Plan and are consistent with appropriate statutes and ordinances;

C. To ensure timely availability of funding, delegate final reallocation approval to the CEO for the period of February 2026 through December 2027; and

D. Report to the Board with the results of the reallocation semi-annually, with a final report issued by December 2028.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	Y

8. **SUBJECT: 2026 FIFA WORLD CUP READINESS UPDATE** 2025-0886

RECEIVED oral report on preparations for the 2026 FIFA World Cup.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
A	P	P	P	A	P	P	A	P	P	P	A	P

9. SUBJECT: CLOSED SESSION **2026-0018**

CARRIED OVER:

A. <u>Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)</u>
Initiation of Litigation (One Case)

ADJOURNED AT 10:45 A.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

Collette Langston, Board Clerk

MINUTES

Wednesday, January 14, 2026

9:00 AM

Board of Directors - Special Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Karen Bass, Vice Chair
Kathryn Barger
Jacquelyn Dupont-Walker
Janice Hahn
Lindsey Horvath
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 9:06 A.M.

ROLL CALL

5. SUBJECT: MOBILITY CONCEPT PLAN IMPLEMENTATION UPDATE REPORT **2025-1006**

RECEIVED AND FILED the Mobility Concept Plan (MCP) Implementation Progress Report.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
P	P	P	P	A	P	P	A	P	P	P	A	P

6. SUBJECT: MOBILITY CONCEPT PLAN PRIORITIZATION AND FUNDING STRATEGY **2025-1007**

APPROVED:

A. RECEIVING AND FILING status report on the Provisional Priority List of the Mobility Concept Plan; and

B. APPROVING the submittal of a Letter of Interest (LOI) to the United States Department of Transportation (USDOT) for a Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) loan for the projects contained in the Provisional Priority List and pay related fees and expenses.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	Y

****

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

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

7. SUBJECT: FUNDING FLEXIBILITY FOR LOCAL JURISDICTIONS IN SUPPORT OF THE METRO 2028 MOBILITY CONCEPT PLAN MOTION **2026-0019**

APPROVED Motion by Bass, Dutra, Solis, Najarian, Sandoval, and Yaroslavsky that the Board direct the Chief Executive Officer to:

A. Allow each local jurisdiction in L.A. County, at its sole discretion and upon its request, the option of reallocating Metro discretionary and non-discretionary funds, including but not limited to funds previously allocated by the Metro Board, such as the Call for Projects and Multiyear Subregional Programs, to advance local projects that are consistent with the goals of the Metro 2028 Mobility Concept Plan. For competitive funding programs, this option would apply only to funds awarded prior to January 1, 2024;

B. To ensure flexibility for participating local jurisdictions, exempt this reallocation from existing program requirements and guidelines to the maximum extent possible, so long as projects meet core criteria of supporting the 2028 Mobility Concept Plan and are consistent with appropriate statutes and ordinances;

C. To ensure timely availability of funding, delegate final reallocation approval to the CEO for the period of February 2026 through December 2027; and

D. Report to the Board with the results of the reallocation semi-annually, with a final report issued by December 2028.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y	A	Y

8. SUBJECT: 2026 FIFA WORLD CUP READINESS UPDATE **2025-0886**

RECEIVED oral report on preparations for the 2026 FIFA World Cup.

KRB	IP	KY	LH	HS	JDW	KB	HJM	TS	JH	AJN	JB	FD
A	P	P	P	A	P	P	A	P	P	P	A	P

9. SUBJECT: CLOSED SESSION **2026-0018**

CARRIED OVER:

A. <u>Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)</u>
Initiation of Litigation (One Case)

ADJOURNED AT 10:45 A.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

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Los Angeles County
Metropolitan Transportation
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Metro

Board Report

File #: 2025-0906, **File Type:** Program **Agenda Number:** 12.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 14, 2026

SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING $59,296,086 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program include improvements related to traffic signal, pedestrian, bicycle, transit, and roadways;

B. APPROVING the deobligation of $3,371,977 in previously approved Measure R Multimodal Highway Subregional Program funds to re-allocate said funds to other existing Board-approved Measure R Projects or return remaining funds to the Measure R subregional fund balance, as shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved Projects.

ISSUE

The Measure R Multimodal Subregional Programs Semi-Annual Update reports on revised subregional project priorities and budgets that require modification. This update also includes requests from implementing agencies to program more funds, reprogram funds, deobligate funds, and revise schedules, scopes and/or funding allocations for existing projects. These changes are reflected in Attachment A.

Board approval of the project information and updated list in Attachment A is required as it serves as the basis for Metro to enter into agreements with respective implementing agencies to initiate or continue the project development process.

BACKGROUND

The Measure R Expenditure Plan allocates funding to projects under the multimodal highway operational improvement subfund program, as listed in Attachment A. Metro staff works closely with the local jurisdictions and subregions to review the project eligibility of the proposed projects for this update. When staffing capacity at the local level is limited or at the request of local jurisdictions and subregions, staff will also lead or assist in developing the environmental and design phases of the projects within the subfund program.

Additionally, Metro staff manage grants for the Arroyo Verdugo, Gateway Cities, North Los Angeles County, San Gabriel Valley, and South Bay Cities subregions that fund transportation improvements that have been developed and prioritized locally.

Local jurisdictions and subregions are responsible for prioritizing and developing projects that meet the eligibility criteria for the Measure R Program. In June 2021, the Board approved the Metro Highway Modernization Program <https://boardagendas.metro.net/board-report/2021-0291/>, which expanded funding eligibility for active transportation and complete streets projects within Measure R and Measure M guidelines. In addition, in June 2022, the Board approved the Metro Objectives for Multimodal Highway Investment <https://boardagendas.metro.net/board-report/2022-0302/>, which guides how Metro invests in highway systems that support the broader vision of mobility, sustainability, equity, economic vitality, and quality of life. To implement these policies, along with Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, staff encourage cities, subregions, and grant recipients to integrate eligible multi-modal elements at the discretion of the project sponsor. Projects are also further evaluated by Metro staff, to ensure the projects meet program guidelines and eligibility requirements.

To date, a total of 352 projects have received Measure R Subregional Highway funding of $1.85 billion. Out of that amount, $908.2 million has been expended by the subregions. Currently, 102 projects have been completed, totaling $209.2 million. Projects that have deobligated funds will be closed out, reallocated to another locally prioritized project, or will be returned to the Measure R subregional fund balance. This funding supports a wide range of multimodal improvements, including traffic signal upgrades, pedestrian and bicycle facilities, transit supportive elements, and roadway operational enhancements throughout Los Angeles County. These initiatives align with Metro's mission to implement multimodal improvements that address the region's mobility needs while promoting safety, sustainability, environmental friendliness, and equitable transportation investments. In addition, each project involves a collaborative effort that includes coordination among multiple departments and jurisdictions during the early phases of implementation, whenever feasible and appropriate.

DISCUSSION

In this specific update, 11 projects are reporting completion. The Measure R Expenditure Plan does not specifically identify individual multimodal highway capital projects; rather, local jurisdictions within the subregions identify candidate projects for Metro staff review. Metro staff assessed the eligibility of these projects, reconfirmed funding eligibility for any requested scope changes, and ensured that each project aligns with the eligibility criteria. The modifications to the Measure R Multimodal Subregional Program are described below and summarized in Attachment A.

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

To date, a total of $454.3 million has been programmed for 84 projects in the South Bay Cities subregion, of which $181.4 million (or 40%) has been spent. Currently, there are 54 active projects at various stages of development, with 30 projects completed. This update includes funding adjustments (programming additional funds or deobligating funds) for five existing projects described below.

Gardena

Deobligate $91,783.93 for MR312.79 - Traffic Signal Installation for the Vermont Avenue and Magnolia Avenue Project for a revised budget of $52,216.07 covering the design work to date. This Project was in the PS&E phase; however, partner agencies, including the City of Los Angeles and the Union Pacific Railroad Company, were unable to come to an agreement on fundamental project elements such as right-of-way, signal timing, liability, and operational issues. As a result, there is no viable path forward, and the City has requested that the funds for the Project be deobligated. This Board action supersedes a previous action made in June 2025 due to a recently identified accounting error with the deobligation amount.

Hawthorne

MR312.66 - Imperial Avenue Signal Improvements and Intersection Capacity Project.
The entry in Attachment A, which previously included PS&E and construction, will now include the Project Approval and Environmental Document (PA&ED) and Right of Way (ROW) to reflect all Project phases. The Project will likely increase Vehicle Miles Traveled (VMT).

MR312.67 - Rosecrans Avenue Signal Improvements and Intersection Capacity Enhancements. The entry in Attachment A, which previously included PS&E and construction, will now include the PA&ED and ROW to reflect all Project phases. The Project will likely increase VMT.

MR312.68 - El Segundo Boulevard Improvements Project Phase I. Attachment A, which previously included PA&ED and construction, will now include PS&E and ROW to reflect all Project phases. The Project will likely increase VMT.

Manhattan Beach

Deobligate $18,531 for MR312.04 - Sepulveda Boulevard at Marine Avenue Intersection Improvements for a revised budget of $346,469. The Project is complete.

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

To date, a total of $424.9 million has been programmed for 78 projects in the Gateway Cities subregion, of which $241.3 million (or 57%) has been spent to date. Currently, there are 55 active projects in various stages of development, with 23 projects completed. This update includes funding adjustments (programming additional funds or deobligating existing funds) for 12 existing projects described below.

Metro

Program an additional $27,000,000 in FY2025-26 for Professional Service Contract #AE5204200, which was procured for the I-605/SR-60 Interchange as part of the I-605 Corridor Multimodal Improvements Project (CMIP), for a revised budget of $65,899,000. The funds are needed to modify the CMIP contract so the PA&ED phase for this project can be completed in response to the October 2020 Board Motion 42 (Attachment B) directing the Chief Executive Officer to revise the original project alternatives, including Transportation System Management/Transportation Demand Management and more robust community engagement. The Project will enhance the I-605 freeway corridor between I-105 and I-10 and incorporate multimodal improvements to the surrounding arterial network and transportation infrastructure serving adjacent communities to address safety and mobility challenges that reduce the speed and reliability of trips for automobile commuters, bus riders, goods movement vehicles, active transportation users, and pedestrians moving through and within the corridor. This Project will likely increase VMT.

Program an additional $23,000,000 in FY2025-26 for Professional Service Contract #AE333410011375, which was procured for the I-605/I-5 Interchange as part of the I-605 Corridor Multimodal Improvements Project, for a revised budget of $51,724,000. The funds are needed to modify the CMIP contract so the PA&ED phase for this project can be completed in response to the October 2020 Board Motion 42 (Attachment B) to revise the original project alternatives, including Transportation System Management/ Transportation Demand Management and more robust community engagement. The Project will enhance the I-605 freeway corridor between I-105 and I-10 and incorporate multimodal improvements to the surrounding arterial network and transportation infrastructure serving adjacent communities to address safety and mobility challenges that reduce the speed and reliability of trips for automobile commuters, bus riders, goods movement vehicles, active transportation users, and pedestrians moving through and within the corridor. This Project will likely increase VMT.

Program an additional $3,000,000 for MR315.73 - I-605 at Valley Boulevard Interchange Improvements Project in FY25-26 for a revised budget of $9,131,700. The Project is in the PS&E phase, and funds are being programmed to accommodate requests made by project partners, to complete the final design plans and certify the ROW, and allocate grant funds by June 30, 2026, to start construction in the Fall of 2026. The Project includes various safety, operational and mobility improvements, such as reconfiguring and widening freeway ramps, constructing freeway retaining and sound walls, upgrading signals (traffic and railroad), reconstructing and widening adjacent local arterials (Valley Boulevard and Temple Avenue) to enhance local traffic circulation and facilitate goods movement, upgrading curb ramps, sidewalks, and other infrastructure to comply with the Americans with Disabilities Act, and installing pedestrian quad gates and other railroad safety upgrades to reduce the potential for vehicular/railroad (freight and passenger train)/pedestrian conflicts. This Project will likely increase VMT.

Caltrans

Deobligate $14,843 for MR315.29 - I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 Project Study Report-Project Development Support (PSR-PDS) for a revised budget of

$219,157. The Project is complete.

Deobligate $152,220 for MR315.30 - I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS for a revised budget of $347,780. The Project is complete.

Artesia

Deobligate $392,438 for MR315.25 - Pioneer Boulevard at Arkansas Street Intersection Project for a revised budget of $332,602. The Project is complete.

Bellflower

Deobligate $548,932 for MR315.16 - Bellflower Boulevard - Artesia Boulevard Intersection Improvement Project for a revised budget of $7,893,868. The Project is complete.

Cerritos

Deobligate $85,562 for MR315.38 - Carmenita Road - South Street Intersection Improvement Project for a revised budget of $548,701. The Project is complete.

Downey

Program an additional $1,995,383 for MR315.66 - Lakewood Boulevard at Firestone Boulevard Intersection Improvement Project in FY25-26 for a revised budget of $5,988,383. The Project is in the construction phase and funds are being programmed to fully fund this phase based on the lowest responsible, responsive bid received. The Project includes the reconstruction of the intersection and its approaches, additional left-turn lanes in the north and southbound directions along Lakewood Boulevard, traffic signal modification, signing, striping, and pavement markings. The Project will mitigate a pattern of left-turn collisions at the intersection by constructing additional left-turn lanes in the north and southbound directions and modifying the traffic signal operation. The Project also includes multimodal and complete street features such as bus shelters, bus signal priority, new crosswalks, leading pedestrian interval timing, new curb ramps, lighting improvements, and landscaping. These multimodal and complete street features help improve the reliability of local transit services and improve conditions for pedestrians. By investing in and improving alternative modes of transportation, the project may encourage mode shift away from driving. The Project will likely decrease VMT.

Pico Rivera

Deobligate $204,030 for MR315.09 - Rosemead Boulevard - Whittier Boulevard Intersection Improvement Project for a revised budget of $1,617,470. The Project is complete.

Deobligate $46,142 for MR315.19 - Rosemead Boulevard - Slauson Avenue Intersection Improvement Project for a revised budget of $2,854,858. The Project is complete.

Deobligate $3,101 for MR315.21 - Rosemead Boulevard - Washington Boulevard Intersection

Improvement Project for a revised budget of $49,899. The Project is complete.

Gateway Cities I-710 South Early Action Projects

To date, a total of $361.4 million has been programmed for 75 projects in the Gateway Cities subregion, of which, $184.3 million (or 51%) has been spent to date. Currently, there are 51 active projects in various stages of development, with 24 projects completed. This update includes funding adjustments (programming new funds, reprogramming existing funds, or deobligating funds) for 17 existing projects described below.

Metro/Signal Hill

MR306.62 - Willow Street Corridor - Walnut Avenue to Cherry Congestion Relief Project. The entry in Attachment A, which previously included PS&E and construction, will now include the ROW and construction to reflect all project phases. The Project will likely increase VMT.

LA County

Deobligate $28,838 for MR306.16 - Review of the I-710 Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for a revised budget of $69,162.72. The Project is complete.

Bell Gardens

Deobligate $264,481 for MR306.35 (F9111) - Florence Avenue Improvements at Ira Avenue & Jaboneria Road for a revised budget of $18,918. This Board action supersedes the June 2025 Board action to correct the previously stated deobligated amount of $265,439 to $264,481. Program the corrected $264,481 deobligated from MR306.35 (F9111) to MR306.30 (F7120) - Eastern Avenue & Florence Avenue RSTI Project in FY25-26, resulting in a revised budget of $1,449,194. This action also supersedes the June 2025 Board action to correct the previously stated programmed amount.

Deobligate $1,220,172 for MR306.30 (F7120) - Florence Avenue and Eastern Avenue Widening for a revised budget of $229,022. The Project was in the ROW phase; however, the city has determined the Project is no longer feasible due to complications with ROW acquisition. The funds will be reallocated to other Bell Gardens projects.

Program an additional $450,000 for MR306.52 - Garfield Avenue and Eastern Avenue Intersection Improvement Project in FY25-26 for a revised budget of $5,085,000. This Project is currently in the construction phase, and additional funds are needed to cover rising construction costs. The Project is intended to enhance safety, increase intersection capacity, and improve operations by realigning the existing “Y” intersection into a “T” intersection. This Project will likely increase VMT.

Program an additional $770,172 for MR306.65 - Clara Street Corridor Intersection Improvements Project in FY25-26 for a revised budget of $4,486,172. The project is currently in the process of executing a funding agreement, and additional funds are needed to address anticipated construction cost escalations. The Project is intended to improve transportation conditions on local roadways,

reduce congestion, improve traffic flow and safety through restriping turn lanes, reducing sidewalk widths, and upgrading signal phasing. This Project will likely increase VMT.

Commerce

Deobligate $3,562 for MR306.09 - Review of the I-710 Draft EIR/EIS for a revised budget of $71,438. The Project is complete.

Compton

Deobligate $35,310 for MR306.10 - Review of the I-710 Draft EIR/EIS for a revised budget of zero. The Project is complete.

Downey

Deobligate $110,933 for MR306.18 - Review of the I-710 Draft EIR/EIS for a revised budget of $19,066.64. The Project is complete.

Deobligate $5,411 for MR306.20 - Paramount Boulevard at Firestone Boulevard Intersection Improvement Project for a revised budget of $3,063.589. The Project is complete.

Long Beach

Deobligate $53,991 for MR306.11 - Review of the I-710 Draft EIR/EIS for a revised budget of $46,008.92. The Project is complete.

Lynwood

Reprogram $1,500,000 for MR306.59 - Imperial Highway Capacity Enhancements Project. The funds are being reprogrammed as follows: $1,500,000 in FY24-25, the budget remains the same at $6,465,000. The Project is currently in the construction phase, and funds are being reprogrammed to expand the project scope and limits. The Project includes installation of traffic signal equipment and restriping between State Street and Wright Road along Imperial Highway. This Board action replaces a previous action in January 2025 due to a recently identified accounting error with the reprogrammed amount. The Project will likely increase VMT.

Maywood

Deobligate $26,574 for MR306.12 - Review of the I-710 Draft EIR/EIS for a revised budget of $38,426.50. The Project is complete.

Program an additional $3,080,531 for MR306.56 - Slauson Avenue and Atlantic Boulevard Congestion Relief Improvements Project in FY25-26 for a revised budget of $10,498,681. The Project is in the construction phase, and the additional funds are being programmed to cover increased costs. This Project includes roadway widening at the intersection of Slauson Avenue and Atlantic Boulevard to add an eastbound left-turn lane and a northbound left-turn lane, traffic signal equipment

upgrades along Slauson Avenue between Atlantic Boulevard and Maywood Avenue, traffic signal synchronization and coordination, relocating bus stops and installing new bus shelters. This Project will likely increase VMT.

Paramount

Deobligate $1,496 for MR306.13 - Review of the I-710 Draft EIR/EIS for a revised budget of $128,504. The Project is complete.

Deobligate $1,075 for MR306.32 - Garfield Avenue Improvements Project for a revised budget of $2,824,000. The Project is complete.

South Gate

Deobligate $39,751 for MR306.14 - Review of the I-710 Draft EIR/EIS for a revised budget of $160,249.42. The Project is complete.

Vernon

Deobligate $22,801 for MR306.15 - Review of the I-710 Draft EIR/EIS for a revised budget of $52,198.60. The Project is complete.

DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs aim to develop a transportation system that balances multimodal mobility options and safety improvements, allowing people to spend less time traveling.

FINANCIAL IMPACT

The highway projects are funded from the Measure R 20% Highway Capital subfund earmarked for several LA County subregions. FY26 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay Cities subregion, FY26 funds are allocated in Cost Centers 0442, 4720, 4740, Accounts 54001 (Subsidies to Others), and 50316 (Professional Services) in Projects 460312, 461312, 462312, and 463312.

For the Gateway Cities subregion, FY26 funding for the I-605 Corridor “Hot Spots” Projects is allocated to Project No. 460314, Cost Centers 4720, 0442, Account 54001 (Subsidies to Others), and Account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460348, 460350, and 460351. I-710 South Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442.

The remaining funds are distributed from the Measure R 20% Highway Capital subfund via funding agreements to Caltrans and the cities of Palmdale and Lancaster in the FY26 budget under Cost

Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

Since the Measure R Multimodal Highway Subregional Programs are multi-year programs that contain various projects, Cost Centers 0442, 4720 and 4740 will be responsible for budgeting the costs in current and future years.

Impact to Budget

This action will not impact the approved FY26 budget. Staff will rebalance the budget as needed to support the identified priorities and will evaluate budgetary requirements during the quarterly and mid -year adjustment processes, subject to the availability of funds.

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

EQUITY PLATFORM

This semi-annual update provides funding for the next phases of the Board-approved Highway Subsidy grants, which align with Measure R guidelines and the Metro Objectives for Multimodal Highway Investments. These grants support transportation projects that enhance safety, accessibility, and efficiency, particularly in Equity Focus Communities (EFCs) in the cities of Bell Gardens, Downey, Hawthorne, Lynwood, Maywood, as well as in unincorporated areas of Los Angeles County.

Metro's Complete Streets and Highways staff provides technical assistance to jurisdictions across different subregions, assisting cities in determining Measure R funding eligibility and developing funding agreements that include project scope, cost, and schedules. Each city and/or agency, in collaboration with its subregion, conducts its own community engagement process tailored to the specific transportation improvements being developed. These locally determined and prioritized projects reflect the needs of the communities they serve.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone.

Although this item may not directly contribute to achieving the Board-adopted VMT Reduction Targets, these targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro operates under a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the strategic plan goals:

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

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

Goal 2: Transform LA County through regional collaboration"

Goal 2.1. Metro will work closely with municipalities, Council of Governments, Caltrans to implement holistic strategies for advancing mobility goals.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendations described in Attachment A. This option is not recommended as it will delay the development of locally prioritized improvements. In addition, projects that are starting or already in the construction phase may incur cost implications due to delays in necessary funding agreements, amendments, and time extensions.

NEXT STEPS

Staff will continue working with the subregions to execute necessary agreements for Board-approved projects within the Measure R Multimodal Highway Subregional Program. Staff will also continue working with the various subregions and local jurisdictions to promote multimodal, safe, equitable, and sustainable investments within the Measure R Multimodal Highway Subregional Programs.

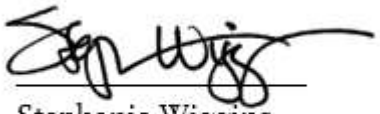
ATTACHMENTS

Attachment A - Measure R Multimodal Highway Subregional Programs - January 2026
Attachment B - Motion 42

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Stephanie Wiggins
Chief Executive Officer

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
$ in 000's		**Total Measure R Programmed to Date**			**1,846,895**	**55,924**	**1,904,224**	**1,779,879**		**93,226**	**12,878**	**3,800**	**8,030**	**4,200**	**0**
Arroyo Verdugo Operational Improvements (Expenditure Line 31)					**147,764.8**	**0.0**	**147,764.7**	**118,677.5**		**19,665.3**	**7,425.0**	**1,800.0**	**197.0**	**0.0**	**0.0**
Las Virgenes/Malibu Operational Improvements (Expenditure Line 32)					**173,668.0**	**0.0**	**173,668.0**	**173,668.0**		**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps (Expenditure Line 33)					**454,491.780**	**(110.3)**	**454,381.550**	**446,513.7**		**934.7**	**1,400.0**	**0.0**	**5,533.2**	**0.0**	**0.0**
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave	PA&ED, PS&E	**DEOB**	144.0	(91.8)	52.2	144.0		(91.8)					
		TOTAL GARDENA			15,150.3	(91.8)	15,058.5	14,650.3		408.2	0.0	0.0	0.0	0.0	0.0
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project	PA&ED, PS&E, ROW Construction	**CHG**	1,995.0	0.0	1,995.0	307.1					1,687.9		
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.	PA&ED, PS&E, ROW Construction	**CHG**	3,200.0	0.0	3,200.0	1,161.1					2,038.9		
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I	PA&ED, PS&E, ROW Construction	**CHG**	2,000.0	0.0	2,000.0	193.6					1,806.4		
		TOTAL HAWTHORNE			35,820.0	0.0	35,820.0	30,286.8		0.0	0.0	0.0	5,533.2	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) **(Complete)**	Construction	**DEOB**	365.0	(18.5)	346.5	365.0		(18.5)					
		TOTAL MANHATTAN BEACH			14,361.0	(18.5)	14,342.5	14,361.0		(18.5)	0.0	0.0	0.0	0.0	0.0
		TOTAL SOUTH BAY PROGRAMMING			**454,491.8**	**(110.3)**	**454,381.6**	**446,513.7**		**934.7**	**1,400.0**	**0.0**	**5,533.2**	**0.0**	**0.0**
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots" (Expenditure Line 35)					**424,961.364**	**53,548.1**	**478,509.5**	**415,836.8**		**62,194.2**	**871.0**	**0.0**	**0.0**	**0.0**	**0.0**
Metro	AE5204200	Professional Services for 605/60 PA/ED (CIP)	PA&ED	**CHG**	38,899.0	27,000.0	65,899.0	38,899.0		27,000.0					
Metro	AE33341001 1375	Professional Services for the I-605/I-5 PA/ED (CIP)	PA&ED	**CHG**	28,724.0	23,000.0	51,724.0	28,724.0		23,000.0					
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)	PA&ED, PS&E, ROW	**CHG**	6,131.7	3,000.0	9,131.7	5,290.7		3,420.0	421.0				
		TOTAL METRO			293,772.9	53,000.0	346,772.9	292,931.9		53,420.0	421.0	0.0	0.0	0.0	0.0
Caltrans	MR315.29	I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS **(Complete)**	PID	**DEOB**	234.0	(14.8)	219.2	234.0		(14.8)					
Caltrans	MR315.30	I-605 Beverly Interchange (Env. Doc.) **(Complete)**	PA&ED	**DEOB**	500.0	(152.2)	347.8	500.0		(152.2)					
		TOTAL CALTRANS			8,050.1	(167.1)	7,883.0	8,050.1		(167.1)	0.0	0.0	0.0	0.0	0.0
Artesia	MR315.25	Pioneer Blvd at Arkansas St Intersection Imp **(Complete)**	PS&E, Construction	**DEOB**	725.0	(392.4)	332.6	725.0		(392.4)					

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
$ in 000's		**Total Measure R Programmed to Date**			**1,846,895**	**55,924**	**1,904,224**	**1,779,879**		**93,226**	**12,878**	**3,800**	**8,030**	**4,200**	**0**
		TOTAL ARTESIA			725.0	(392.4)	332.6	725.0		(392.4)	0.0	0.0	0.0	0.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project **(Complete)**	PA&ED, PS&E, Construction	**DEOB**	8,442.8	(548.9)	7,893.9	8,442.8		(548.9)					
		TOTAL BELLFLOWER			9,944.8	(548.9)	9,395.9	9,944.8		(548.9)	0.0	0.0	0.0	0.0	0.0
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction **(Complete)**	Construction	**DEOB**	634.3	(85.6)	548.7	634.3		(85.6)					
		TOTAL CERRITOS			2,178.5	(85.6)	2,092.9	2,178.5		(85.6)	0.0	0.0	0.0	0.0	0.0
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improvm.	PA&ED, PS&E, Construction	**CHG**	3,993.0	1,995.4	5,988.4	3,993.0		1,995.4					
		TOTAL DOWNEY			17,838.4	1,995.4	19,833.8	15,321.4		4,512.4	0.0	0.0	0.0	0.0	0.0
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements **(Complete)**	PS&E, Construction	**DEOB**	1,821.5	(204.0)	1,617.5	1,821.5		(204.0)					
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements **(Complete)**	PS&E, Construction	**DEOB**	2,901.0	(46.1)	2,854.9	2,901.0		(46.1)					
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements **(Complete)**	PA&ED, PS&E, ROW, Construction	**DEOB**	53.0	(3.1)	49.9	53.0		(3.1)					
		TOTAL PICO RIVERA			18,254.5	(253.3)	18,001.2	18,254.5		(253.3)	0.0	0.0	0.0	0.0	0.0

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
$ in 000's		**Total Measure R Programmed to Date**			**1,846,895**	**55,924**	**1,904,224**	**1,779,879**		**93,226**	**12,878**	**3,800**	**8,030**	**4,200**	**0**
	TOTAL I-605 "HOT SPOTS" PROGRAMMING				**424,961.4**	**53,548.1**	**478,509.5**	**415,836.8**		**62,194.2**	**871.0**	**0.0**	**0.0**	**0.0**	**0.0**
Gateway Cities: Interstate 710 South Early Action Projects (Expenditure Line 37)					**360,206.237**	**2,486.4**	**364,097.316**	**342,072.7**	**0.0**	**10,432.0**	**3,182.2**	**2,000.0**	**2,300.0**	**4,200.0**	**0.0**
Metro/Signal Hill	MR306.62	Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Project	PA&ED, PS&E, ROW, Construction	**CHG**	7,562.1	0.0	7,562.1	7,562.1							
		TOTAL PROGRAMMING METRO			178,007.0	0.1	178,007.1	167,807.1		200.0	1,500.0	2,000.0	2,300.0	4,200.0	0.0
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS **(Complete)**	PA&ED	**DEOB**	98.0	(28.8)	69.2	98.0		(28.8)					
		TOTAL LA COUNTY			798.0	(28.8)	769.2	183.6		135.6	450.0	0.0	0.0	0.0	0.0
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project ***(Call Match)*** *F9111*	PS&E, ROW, Construction	**DEOB**	283.4	(264.5)	18.9	283.4		(264.5)					
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening ***(Call Match)*** *F7120* **(Completed)**	PS&E, ROW, Construction	**DEOB**	1,449.2	(1,220.2)	229.0	1,449.2		(1,220.2)					
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements	PS&E, ROW, Construction	**CHG**	4,635.0	450.0	5,085.0	4,635.0		450.0					
Bell Gardens	MR306.65	Clara Street Corridor Intersection Improvements Project	PA&ED, PS&E, ROW, Construction	**CHG**	3,716.0	770.2	4,486.2	3,716.0		770.2					
		TOTAL BELL GARDENS			10,235.9	(264.5)	9,971.4	10,235.9		(264.5)	0.0	0.0	0.0	0.0	0.0
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS **(Complete)**	PA&ED	**DEOB**	75.0	(3.6)	71.4	75.0		(3.6)					
		TOTAL COMMERCE			29,337.8	(3.6)	29,334.2	29,337.8		(3.6)	0.0	0.0	0.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS **(Complete)**	PA&ED	**DEOB**	35.3	(35.3)	0.0	35.3		(35.3)					
		TOTAL COMPTON			35.3	(35.3)	0.0	35.3		(35.3)	0.0	0.0	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS **(Complete)**	PA&ED	**DEOB**	130.0	(110.9)	19.1	130.0		(110.9)					
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements **(Complete)**	PS&E, ROW, Construction	**DEOB**	3,069.0	(5.4)	3,063.6	3,069.0		(5.4)					
		TOTAL DOWNEY			12,707.0	(116.3)	12,590.7	12,707.0		(116.3)	0.0	0.0	0.0	0.0	0.0
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS **(Complete)**	PA&ED	**DEOB**	100.0	(54.0)	46.0	100.0		(54.0)					
		TOTAL LONG BEACH			41,533.0	(54.0)	41,479.0	41,533.0		(54.0)	0.0	0.0	0.0	0.0	0.0
Lynwood	MR306.59	Imperial Hwy Capacity Enhancements Project	Construction	**REP**	6,450.0	0.0	6,450.0	6,450.0	1,500.0						
		TOTAL LYNWOOD			6,470.0	0.0	6,470.0	6,470.0		0.0	0.0	0.0	0.0	0.0	0.0

Agency	Project ID No.	PROJECT/LOCATION	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2029-31
$ in 000's		**Total Measure R Programmed to Date**			**1,846,895**	**55,924**	**1,904,224**	**1,779,879**		**93,226**	**12,878**	**3,800**	**8,030**	**4,200**	**0**
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS **(Complete)**	PA&ED	**DEOB**	65.0	(26.6)	38.4	65.0		(26.6)					
Maywood	MR306.56	Slauson Ave and Atlantic Congestion Relief Improvements	PA&ED. PS&E	**CHG**	7,418.2	3,080.5	10,498.7	7,418.2		3,080.5					
		TOTAL PROGRAMMING MAYWOOD			7,483.2	3,054.0	10,537.2	7,483.2		3,054.0	0.0	0.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS **(Complete)**	PA&ED	**DEOB**	130.0	(1.5)	128.5	130.0		(1.5)					
Paramount	MR306.32	Garfield Ave Improvements **(Complete)**	PA&ED, PS&E	**DEOB**	2,825.0	(1.1)	2,823.9	2,825.0		(1.1)					
		TOTAL PARAMOUNT			3,755.0	(2.6)	3,752.4	3,755.0		(2.6)	0.0	0.0	0.0	0.0	0.0
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS (Complete)	PA&ED	**DEOB**	200.0	(39.8)	160.2	200.0		(39.8)					
		TOTAL SOUTH GATE			37,856.2	(39.7)	37,816.5	31,195.8		6,710.2	0.0	0.0	0.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS **(Complete)**	PA&ED	**DEOB**	75.0	(22.8)	52.2	75.0		(22.8)					
		TOTAL VERNON			2,145.0	(22.8)	2,122.2	2,145.0		(22.8)	0.0	0.0	0.0	0.0	0.0
		TOTAL I-710 SOUTH PROGRAMMING			**360,206.2**	**2,486.4**	**364,097.3**	**342,072.7**		**10,432.0**	**3,182.2**	**2,000.0**	**2,300.0**	**4,200.0**	**0.0**
North County: SR-138 Safety Enhancements (Expenditure Line 38)					**200,000.0**		**200,000.0**	**200,000.0**		**0.0**	**0.0**				
North County: I-5/SR-14 Safety Enhancements (Expenditure Line 26)					**85,802.5**		**85,802.5**	**83,110.2**		**0.0**	**0.0**				
		Total Measure R Programmed to Date			**1,846,895**	**55,924**	**1,904,224**	**1,779,879**		**93,226**	**12,878**	**3,800**	**8,030**	**4,200**	**0**

Legend:
Amounts stated are in $000's
Lead Agency is the primary project manager for the administration of scope and use of funds
Funding Agreement (FA): references the agreement number on file with Metro
Project Location: Describes the general scope and parameters of the project
Project Phase identifies which lifecycle phase the project is in at the time of reporting noted as follows:
PA&ED - Project Approval and Environmental Document / PS&E - Plans, Specifications and Estimates / ROW - Right of Way Acq / CON - Construction
Notes: Provide a quick reference to reported change for the period such as:
Add - Addition of a new project / REP - Reprogram of funds / CHG - Change in funding or corrections / SCAD - Scope Addition / SCCH - Scope Change / BAD - Budget Adjustment / DEL - Deletion/ DEOB - Deobligation
Prior Allocation identifies the reported project allocation reported in the previous report
Alloc Change denotes the amount of change occurring in the current reporting period.
Current Allocation identifes the total current allocation planned for a project. This includes the prior year Programming and the sum of the future fiscal years

Metro

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

Board Report

File #: 2020-0733, **File Type:** Motion / Motion Response **Agenda Number:** 42.

REGULAR BOARD MEETING
OCTOBER 22, 2020

Motion by:

DIRECTORS SOLIS, HAHN, GARCIA, FASANA, GARCETTI, AND BONIN

I-605 Corridor Improvement Project Build Alternatives

The I-605 Corridor Improvement Project seeks to modify and/or widen 16 miles of freeway including segments on the I-605, I-10, SR-60, I-5, and I-105 in the Gateway and San Gabriel Valley Subregions. The Project scope currently includes several alternatives that would build various combinations of additional auxiliary, general purpose, high-occupancy vehicle, and high-occupancy toll lanes along the corridor. Preliminary reports for the project suggest that hundreds of partial and full property acquisitions will be necessary in addition to hundreds of temporary and permanent easements, which would affect unincorporated communities as well as the cities of Baldwin Park, Industry, Pico Rivera, El Monte, South El Monte, Whittier, Downey, Norwalk, Santa Fe Springs. The Project alignment moves largely through disadvantaged communities experiencing housing and homelessness crises that have only been exacerbated by the ongoing pandemic.

On September 2, 2020, the Gateway Cities Council of Governments (GCCOG) sent a letter to Metro's Chief Executive Officer requesting to delay the release of the I-605 Corridor Improvement Project Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and to incorporate a local option alternative that reflects the Guiding Principles adopted by the SR-91/I-605/I-405 Corridor Cities Committee in October 2007. The GCCOG's Guiding Principles include a provision that new freeway construction, including the addition of lanes, should be confined to existing State right-of-way in order to preserve and enhance local economies and environments. In response to this letter and to concerns raised by other stakeholders, Metro has agreed to delay the release of the EIS/EIR until early 2021. However, the impacts anticipated for the Project necessitate a fresh look at the scope of work and the alternatives proposed.

California's transportation sector currently accounts for more than 50 percent of the state's greenhouse gas emissions, and vehicle ownership rates have significantly increased in the region over the last 30 years. According to a 2018 study from the UCLA Institute of Transportation Studies, the six-county region covered by the Southern California Association of Governments (Los Angeles, Orange, Riverside San Bernardino, Ventura, and Imperial Counties) added 1.8 million people and 456,000 household vehicles between 1990 and 2000 with an average of 0.25 vehicles per new

resident. The These numbers exploded to 0.95 vehicles per new resident between 2000 and 2015 when the region saw 2.3 million people and 2.1 million household vehicles added. Despite Metro's efforts to rapidly expand its transit network, vehicle miles traveled per capita have steadily climbed upwards throughout the county since 2010, and transit ridership across the state has been declining since 2012. Metro has put forth several efforts to restore and increase transit ridership and reduce greenhouse gas emissions including the ongoing NextGen initiative and the advancement of Twenty-Eight by 28' Pillar Projects. Per a motion written by Director Bonin last year, Metro is also working to align its highway program with the Executive Order issued by Governor Newsom in September 2019 which directed the California State Transportation Agency to realign its portfolio of construction, operations and maintenance projects to help reverse trends of rising fuel consumption and greenhouse gas emissions from the transportation sector. However, Metro must also begin taking on a wholistic, equity-based examination of its projects' scopes to ensure investments do not increase induced demand or work against existing greenhouse gas emissions reduction goals.

SUBJECT: I-605 CORRIDOR IMPROVEMENT PROJECT BUILD ALTERNATIVES

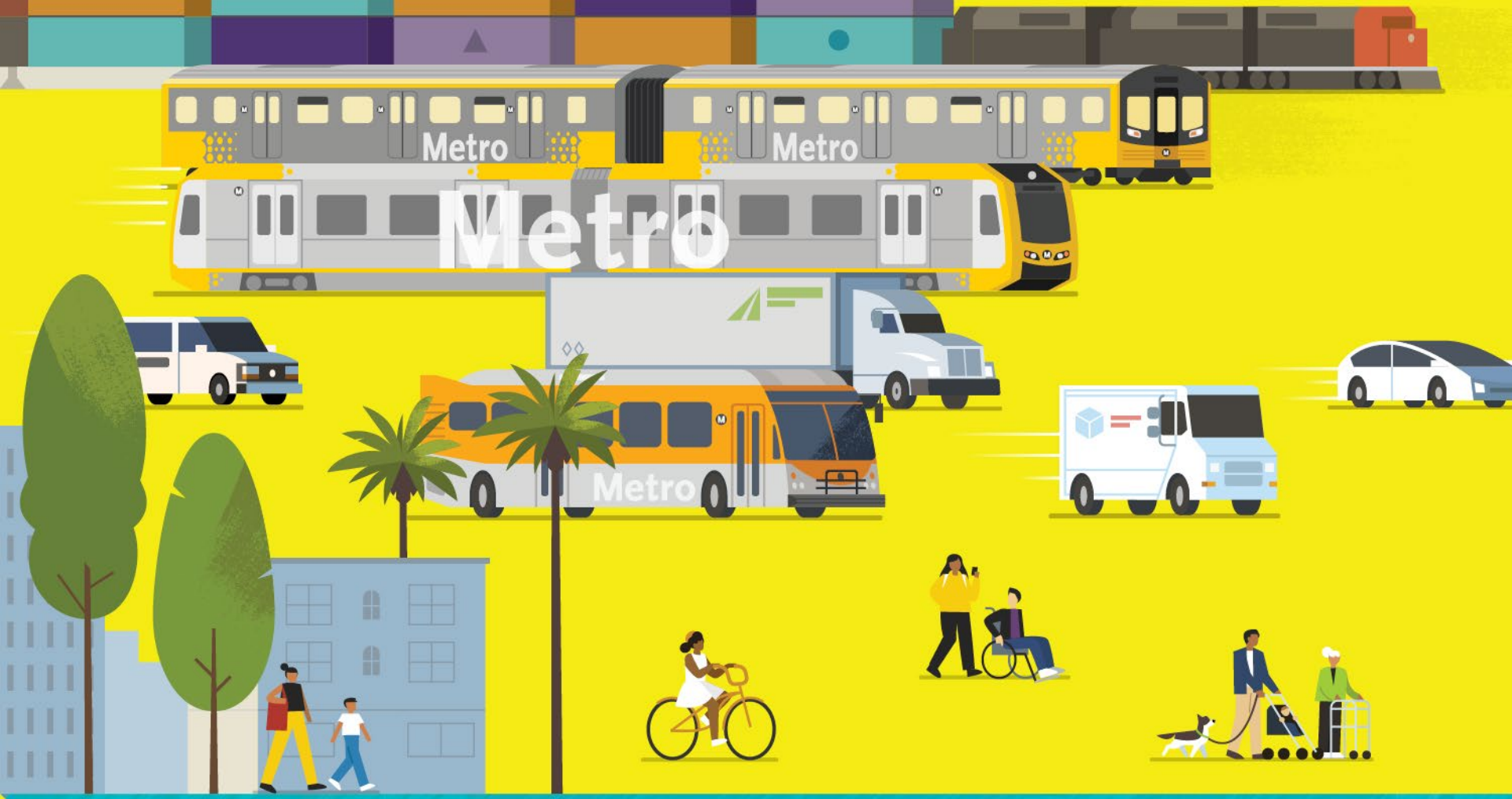
RECOMMENDATION

APPROVE 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.

WE FURTHER MOVE 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.



Measure R Multimodal Highway Subregional Programs Update

JANUARY 2026

Metro

File # 2025-0906

Recommendation

CONSIDER:

A. APPROVING $59,296,086 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs, along with funding changes via the updated project list shown in Attachment A. Projects within this Measure R Multimodal Highway Subregional Program include improvements related to traffic signal, pedestrian, bicycle, transit, and roadways; and

B. APPROVING the deobligation of $3,371,977 in previously approved Measure R Multimodal Highway Subregional Program funds to re-allocate said funds to other existing Board-approved Measure R Projects or to return remaining funds to the Measure R subregional fund balance, as shown in Attachment A; and

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for Board-approved Projects.

Measure R Multimodal Highway Subregional Status

MR #	Subregion	# Projects	MR Allocation ($ million)	Amount Programmed as of June 2025 ($ million)	Amount Billed ($ million)	% Spent
460310	Arroyo Verdugo Operational Improvements Expenditure Line 31	63	$170.0	$147.7	$65.5	44%
60311	La Virgenes/Malibu Operational Improvements Expenditure Line 32	31	$175.0	$173.7	$144.5	83%
460312	South Bay I-405, I-105, & SR-91 Ramp / Interchange Imps Expenditure Line 33	84	$506.0	$454.3	$181.4	40%
460314	Gateway Cities: I-605/SR-91/I-405 Corridors “Hot Spots” Expenditure Line 35	78	$590.0	$424.9	$241.3	57%
460316	Gateway Cities: Interstate 710 South Early Action Projects Expenditure Line 37	75	$590.0	$361.4	$184.3	51%
460330	North County: SR-138 Safety Enhancements Expenditure Line 38	12	$200.0	$200.0	$77.8	39%
460313	North County: I-5/SR-14 Safety Enhancements Expenditure Line 26	9	$90.8	$85.8	$13.4	16%
	TOTAL	**352**	**$2,321.8**	**$1,847.8**	**$908.2**	**49%**

Measure R Multimodal Highway Project Examples



Gateway Cities I-605 Corridor "Hot Spots" Interchange Improvements

MR315.66 - Lakewood Boulevard at Firestone Boulevard Intersection Improvement Project

Construction phase: reconstruct intersection and its approaches, add left-turn lanes in the north and southbound directions along Lakewood Boulevard, add multimodal and complete street features such as bus shelters, bus signal priority, new crosswalks, leading pedestrian interval timing, new curb ramps, lighting improvements, and landscaping.



Gateway Cities Subregion I-710 South Early Action Projects

MR306.56 - Slauson Avenue and Atlantic Boulevard Congestion Relief Improvements Project

Construction phase: widen intersection of Slauson Avenue and Atlantic Boulevard to add eastbound left-turn lane and northbound left-turn lane, traffic signal equipment upgrades along Slauson Avenue between Atlantic Boulevard and Maywood Avenue, traffic signal synchronization and coordination, relocate bus stops and install new bus shelters.

Equity Focus Communities/Next Steps

Equity Focus Communities

This update includes Board actions that advance local priority projects for EFCs within the cities of Bell Gardens, Downey, Hawthorne, Lynwood, Maywood, as well as in unincorporated areas of Los Angeles.

Next Steps

Staff will continue working with the subregions to execute necessary agreements and promote multimodal, safe, equitable, and sustainable investments within the Measure R Multimodal Highway Subregional Programs.

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

File #: 2025-1011, **File Type:** Contract **Agenda Number:** 16.

CONSTRUCTION COMMITTEE
JANUARY 14, 2026

SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING an increase in total authorized funding and executing Modification No. 14 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-To-Exceed (NTE) amount of $35,000,000, increasing the total contract authorized funding from an NTE amount of $149,782,000 to an NTE amount of $184,782,000, and exercising the second, one-year (1) option extending the contract term from April 25, 2026 to April 25, 2027; and

B. AUTHORIZING the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

ISSUE

At its April 2018 meeting, the Board approved awarding a seven-year cost reimbursable fixed fee, Task Order (TO) based contract with three, one-year options, to SECOTrans, a Joint Venture for Systems Engineering and Support Services (SESS) Consulting. The approval required staff to return to the Board on an annual basis as projects progressed and new project requirements were identified to update contract expenditure authorization. The funds previously authorized by the Board for FY25 and FY26 will be exhausted by April 2026; therefore, the recommended increase will allow staff to continue with work anticipated for the remainder of the contract term ending through April 25, 2027.

BACKGROUND

The challenge presented by the simultaneous implementation of numerous projects is to ensure the integration and standardization of the systems elements within and across the current Metro system. Consistent development and design ensure that the required integration is achieved within civil and electrical infrastructure, vehicles, control systems, communications, operations, maintenance,

security, and training.

Prior to the award of the SESS contract, each project would use a different consultant for systems engineering work, resulting in inconsistent applications. This approach is no longer feasible or advisable with the large volume of projects now underway. With a single SESS design team on board, the standardization of design, construction, and functionality of systems elements will keep Metro's long-term interest in system interoperability, maintainability, and safety at the forefront. A fully integrated network requires consistency of systems design and not a collection of potentially incompatible independent designs arising from separate projects. This approach has been implemented successfully in other transit agencies nationwide, and the benefits of full systems standardization include:

- Interoperability and efficient maintainability
- Improved commercial viability
- Reduced spares requirements
- Reduced training requirements
- Flexibility to adapt to changing circumstances

As of 12/15/2025, staff have executed 34 Task Orders and 170 Task Order Modifications (MODs) totaling $129,829,604.82 with $19,952,395.18 remaining that is available for future anticipated Task Orders, through April 25, 2026. Upon Board approval of this recommended action, staff would execute a Contract Modification to exercise a one-year option extending the Contract term to April 25, 2027. Examples of projects supported by this contract include Metro Operational Simulation Analyses, Metro Command and Control Center (formerly known as Rail Operations Control and Bus Operations Control Centers or ROC/BOC), Metro G Line BRT Improvements, Westside D Line 2/3, East San Fernando Valley Light Rail Transit, Eastside Phase 2, and Southeast Gateway Line (SGL). As indicated, staff is now seeking additional funding authorization to support Systems Engineering, Measure R, and Measure M projects through most of FY27.

DISCUSSION

With the approval of Measure M, the ongoing implementation of Measure R, and required State of Good Repair initiatives, staff have engaged the SESS consultant to provide a broad range of systems engineering design and related support services to supplement current Systems Engineering Department resources. Metro's capital program requires extensive resources with the ability to react quickly to a wide range of complex technical issues. With a strong core of consultant staff located in Los Angeles County, the SESS Consultant is capable of applying and withdrawing resources as project workloads fluctuate over time. The SESS Consultant has extensive experience and capability to support the complete project lifecycle, from the conceptual phase to final design and construction.

Due to the intensive system integration requirements and the length of time needed to deliver major capital improvement projects, this contract has enabled Metro to efficiently and effectively augment its Program Management staff where necessary, ensuring that the proper project resources are available to Metro.

The SESS Consultant provides a single systems engineering team, and associated sub-specialties,

with the necessary resources to assist in the planning, development, and delivery of Metro's aggressive schedule of projects for the next decade. Examples of systems engineering disciplines include traction electrification, overhead contact systems (OCS), train control, communications, supervisory control and data acquisition (SCADA), rail simulations, corrosion control, systemwide electrical, and other specialized disciplines.

The Systems Engineering Services estimated level of effort for the additional NTE amount of $35,000,000 was developed using the current master schedule, construction estimates, and completed work to date from the Project Controls department. An estimated level of effort cost was determined for each project using past project costs, systems to civil project percentages along with historical rates. Depending on the type of transit project and the complexity, the percentages were derived from the overall construction costs to determine the systems construction and engineering costs. Systems Engineering level of effort costs were distributed across each fiscal year according to the master schedule.

In addition to the projects identified above and in Attachment B, staff expect the SESS Consultant to continue providing systems engineering services for current and future rail and bus transit projects, and other capital improvement projects, including, but not limited to, the following:

- Metro Command and Control Center (MC^3) formerly known as Rail Operations Control and Bus Operations Control Centers (ROC/BOC)
- East San Fernando Valley Transit Corridor
- Eastside Phase 2 Extension
- Southeast Gateway Line Transit Corridor
- Sepulveda Pass Transit Corridor
- Vermont Transit Corridor
- G Line BRT Improvements
- Westside D Line Extension Section 2/3

DETERMINATION OF SAFETY IMPACT

The use of a consistent systems design process has a positive safety benefit during the construction and subsequent operations of Metro's Bus and Rail transit network.

FINANCIAL IMPACT

The requested NTE contract funding is based on the anticipated level of services that will be required through most of FY27. Funding for the individual TOs is included in the Board approved life-of-project (LOP) budgets or annual budgets; therefore, this work is within the various project budgets.

Since this is a multi-year contract, project managers, cost managers, and the Chief Program Management Officer will be responsible for budgeting costs in future years.

Impact to Budget

Funding for TOs issued under this contract is provided by the specific project(s) utilizing the services. These projects are typically funded by a mix of federal, state, and local funds, including Measure R and Measure M. Where appropriate, certain Operations projects are funded with operating eligible funds.

EQUITY PLATFORM

The Systems Engineering and Support Services funds Conceptual Engineering, Preliminary Design and Specifications, Final Design, including Design Services During Construction of Transit Rail and Bus Projects for various Metro projects including Southeast Gateway Line, East San Fernando Valley Transit Corridor, and other Metro transit projects, including in and serving riders from Equity Focus Communities. All services supported by this contract are centered on avoiding project delays and promoting cost saving measures to effectively deliver the projects with minimal impacts and provide enhanced mobility and regional access to Metro's customers, who are primarily low-income households (89% as of our 2024 Annual On-Board Survey).

SECOTrans JV made an overall 15% DBE commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance.

Although the DBE commitment is not a factor in the staff's recommendation, there are 12 certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through design and engineering activities that unify Metro's system design, construction, and functionality of systems elements improving and further encouraging transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Systems Engineering Support Services contract supports the following strategic goals:

Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Through this contract, the systems engineering consultant team will continue to implement innovative and state-of-the-art engineering solutions to provide efficient mobility options throughout the LA County area.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The contract ensures the timely delivery and implementation of systems that provide essential communications, security, comfort, and reliability to all users. These factors are important areas of concern identified by Metro management and annual customer surveys.

Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. With a regular annual authorization update to the Board, Metro staff will offer transparency and accountability of Systems related work involved in the Measure M program and other major capital projects.

ALTERNATIVES CONSIDERED

The Board may choose to reject the recommendation and request staff to re-procure these services through a RFP; staff does not recommend this. The use of a qualified SESS consultant has allowed the agency to secure highly technical expertise without the necessary increase in Metro's long-term labor costs. Further, by providing for an extended term contract, the Board has afforded staff the resources that seek to provide an integrated and consistent network design that serves Metro's interests.

NEXT STEPS

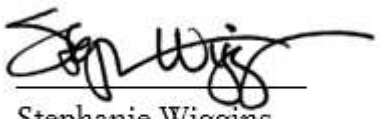
Upon Board approval, staff will execute Modification No. 14 to Contract No. AE47810E0128 and specific task orders will be issued on an as needed basis.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Task Order Log
Attachment C - DEOD Summary

Prepared by: Ron Tien, Executive Officer, Systems Engineering, (213) 418-3445
Michael Ratnasingham, Deputy Chief Program Management Officer, Systems Engineering, (213) 418-3440
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Tim Lindholm, Chief Program Management Officer, (213) 922-2250
Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

SYSTEMS ENGINEERING SUPPORT SERVICES / CONTRACT NO. AE47810E0128

1.	**Contract Number**: AE47810E0128			
2.	**Contractor**: SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., and Ramos Consulting Services, Inc.)			
3.	**Mod. Work Description**: Increase the Contract Not-To-Exceed funding amount and exercise the second, one-year option term.			
4.	**Work Description**: Systems Engineering Support Services			
5.	**The following data is current as of**: November 19, 2025			
6.	**Contract Completion Status**:		**Financial Status**:	
	Award Date:	**April 26, 2018**	**Board Approved NTE Funding**:	**$149,782,000**
	Notice to Proceed (NTP):	**N/A**	**Pending Funding (including this action):**	**$35,000,000**
	Original Completion Date:	**April 25, 2026**	**Value of Task Orders and Mods. Issued to Date**:	**$129,829,604.82**
	Current Est. Complete Date:	**April 25, 2027**	**Total Contract NTE Funding (with this action)**:	**$184,782,000**
7.	**Contract Administrator**: **Chelsea Bajorunas**		**Telephone Number**: **(213) 922-5344**	
8.	**Project Manager**: **Ron Tien**		**Telephone Number**: **((213) 418-3445**	

A. Procurement Background

This Board action is to execute Modification No. 14 to Contract No. AE47810E0128 to exercise the second, one-year option term extending the contract term from April 25, 2026 to April 25, 2027 and to increase the authorized funding by $35,000,000, increasing the total authorized funding from $149,782,000 to an NTE amount of $184,782,000.

On April 26, 2018, the Board of Directors approved the award of a cost-plus fixed fee Task Order based Contract No. AE47810E0128 for Systems Engineering and Support Services to SECOTrans (Joint Venture), with the total authorized funding amount Not-To-Exceed (NTE) $28,932,000. The purpose of this contract is to supplement Metro's Engineering Department resources in providing engineering services for projects in varying stages of conceptual design, preliminary engineering, final design, bidding for construction, and design support during construction (DSDC), including the following: program management, quality, and computer aided design and drafting (CADD); design services concerning train control, communications systems, traction power, and overhead catenary systems (OCS); operational runtime simulation and modeling, corrosion control, system integration, facilities and system-wide electrical, facilities mechanical, facilities plumbing, and facilities fire protection. The base term for the

Contract is seven (7) years, plus three (3), one-year options, to be exercised at Metro's sole discretion, pending Board approval. Subsequently, the Board has approved additional funding in the amounts listed below:

- $15,000,000 for the ROC/BOC project, on February 27, 2020;
- $22,500,000 for FY21 on May 28, 2020;
- $28,850,000 for FY23 / FY24 on June 23, 2022;
- $19,500,000 for FY25 on November 30, 2023; and
- $35,000,000 for FY25 and FY26 on December 5, 2024.

There have been 35 Task Orders and Modifications executed to date, totaling $129,829,604.82. In addition, 13 Administrative Contract Modifications have been executed to date.

B. Cost/Price Analysis

The negotiated cost and fixed fee amount or lump sum price for future Task Orders will be determined to be fair and reasonable based upon fact finding, technical evaluation, Independent Cost Estimate, cost analysis, and negotiations, before issuing the Task Order authorizing the work to the SESS Consultant. Task Orders will be processed in accordance with Metro's Acquisition Policy and Procedures.

ATTACHMENT B

TASK ORDER LOG

SYSTEMS ENGINEERING SUPPORT SERVICES / CONTRACT NO. AE47810E0128

Mod./Task Order (TO) No.	Description	Status (Approved or Pending)	Date Issued	Task Order Issued Including MODs $ Amount	Adjustments Pending TO Close-Out[1]	TO / Mods Pending (Currently) Est. $ Amount
N/A	Initial Authorized NTE Funding $28,932,000	Approved	4/26/18	---	---	---
E0128-TO-016	Board of Directors Authorized NTE $15,000,000 for TO-016	Approved	2/27/20	---	---	---
N/A	Board of Directors Authorized NTE $22,500,000 for FY 2021	Approved	5/28/20	---	---	---
N/A	Board of Directors Authorized NTE $28,850,000 for FY 2023 / 2024	Approved	6/23/22	---	---	---
N/A	Board of Directors Authorized NTE $19,500,000 for FY25	Approved	11/30/23	---	---	---
N/A	Board of Director Authorized NTE of $35,000,000 and the first one (1) year option exercised	Approved	11/20/24	---	---	---

Approved Task Orders and Task Order Modifications						
E0128-TO-001	Systems Engineering Support for Crenshaw Project	Approved	7/9/18	$14,085,003.40	---	---
E0128-TO-002	Program-wide System Engineering Support Services for Systems Engineering Group	Approved	7/27/18	$11,639,504.43	---	---
E0128-TO-003	Overhead Contact Systems (OCS) Support for Maintenance of Wayside Engineering	Approved	9/11/18	$603,041.25	---	---
E0128-TO-004	System-wide Electrical Support for Rail and Bus Projects	Approved	9/11/18	$145,244.00	---	---
E0128-TO-005	Crenshaw Project Design Services During Construction	Approved	9/12/18	$161,992.00	---	---
E0128-TO-006	Rail Systems Engineering Support for New Blue	Approved	10/3/18	$4,688,560.70	---	---
E0128-TO-007	West Santa Ana Branch Systems Support	Approved	10/1/18	$120,666.74	---	---
E0128-TO-008	System-wide Operations and Maintenance Plan	Approved	10/10/18	$569,256.67	---	---
E0128-TO-009	Division 20 Portal Widening Turnback	Approved	10/30/18	$17,701,135.35	---	---

	Project Systems Engineering Support					
E0128-TO-010	West Santa Ana Branch (WSAB) Project Conceptual Engineering	Approved	11/16/18	$2,889,788.57	---	---
E0128-TO-011	East San Fernando Valley (ESFV) Conceptual Engineering	Approved	12/3/18	$11,571,582.55	---	---
E0128-TO-012	Metro Blue Line Track and OCS Refurbishment	Approved	3/21/19	$1,528,845.32	---	---
E0128-TO-013	Metro Systems Support for Green Line/Crenshaw Operations	Approved	4/10/19	$249,069.86	---	---
E0128-TO-014	Metro Red/Purple Line and Regional Connector Operational Simulation Support	Approved	4/25/19	$754,295.85	---	---
E0128-TO-015	Airport Metro Connector Engineering Support	Approved	9/12/19	$6,400,947.00	---	---
E0128-TO-016	Rail Operations Center (ROC) / Bus Operations Center (BOC) Architectural and Engineering Systems Design Services	Approved	4/9/20	$46,957.87	---	---
E0128-TO-017	Centinela Grade Separation Conceptual Engineering	Approved	11/4/19	$993,872.43	---	---

E0128-TO-018	Metro Gold Line Foothills 2B Extension Systems Engineering Support	Approved	4/16/20	$795,007.00	---	---
E0128-TO-019	Metro Gold Line Eastside Phase 2 Conceptual Engineering	Approved	4/24/20	$6,037,139.00	---	---
E0128-TO-021	Systems Engineering DSDC Support for Purple Line Extension Sec. 1	Approved	1/29/20	$6,048,740.00	---	---
E0128-TO-022	Systems Engineering DSDC Support for Regional Connector Project	Approved	4/24/20	$3,692,599.00	---	---
E0128-TO-023	Metro C Line (Formerly Green Line) Extension to Torrance Conceptual Engineering	Approved	12/08/20	$3,018,151.00	---	---
E0128-TO-024	Purple Line Extension Section 3 Systems Engineering Support Services	Approved	12/29/20	$9,731,720.81	---	---
E0128-TO-025	Systems Engineering Design Services During Construction Support for Metro Center Project - FY21 Level of Effort	Approved	3/18/21	$292,399.02	---	---
E0128-TO-026	Purple Line Extension Section 2	Approved	9/17/21	$3,975,216.00	---	---

	Systems Engineering Support Services					
E0128-TO-027	Metro G Line (formerly Orange Line) Systems Engineering Support	Approved	7/20/21	$1,980,476.00	---	---
E0128-TO-028	Sepulveda Transit Corridor Projects Systems Engineering Support	Approved	8/10/22	$633,009.00	---	---
E0128-TO-029	West Santa Ana Branch Systems Engineering Support	Approved	11/9/22	$10,639,472.00	---	---
E0128-TO-030	Rail Operations Control Center (ROC) / Bus Operations Control Center (BOC) Feasibility Study	Approved	10/3/22	$6,594,232.00	---	---
E0128-TO-031	Metro Bungalow A Replacement Project	Approved	9/5/23	$850,000.00	---	---
E0128-TO-032	Metro Operations Simulations Support	Approved	12/5/23	$213,773.00	---	---
E0128-TO-033	K Line TPSS – Systems Engineering Support Services	Approved	3/13/2024	$799,195.00	---	---
E0128-TO-34	ZEB Charging Infrastructure Design Criteria	Approved	6/17/2025	$249,566.00	---	---
E0128-TO-035	C and K Line Platform Extension Project – Systems	Approved	9/24/2025	$129,146.00	---	---

	Engineering Support Services FY26					
Approved Contract Modifications						
E0128-00-MOD-00001	Update to Advanced Cost Agreement (LTK, DE, GF and IC)	Approved	9/6/18	$0.00	---	---
E0128-00-MOD-00002	Updates to Advanced Cost Agreement (Home Office Rates 2019: Atkins, FN, GF, IEI, ICI, RCS)	Approved	12/14/18	$0.00	---	---
E0128-00-MOD-00003	Revise Spec. Section CP-04 Payment & Invoicing Part C.1 - Invoicing	Approved	1/11/19	$0.00	---	---
E0128-00-MOD-00004	Direct Hourly Labor Rates Adjusted for 2019	Approved	2/6/19	$0.00	---	---
E0128-00-MOD-00005	Updates to Contract: Form of Contract, ACA Rates, Add/Delete Subconsultants and Corrections	Approved	4/20/21	$0.00	---	---
E0128-00-MOD-00006	Updates to Contract: Form of Contract, ACA Rates, New Positions and Delete Subconsultant FNC	Approved	3/14/22	$0.00	---	---
E0128-00-MOD-00007	Updates to Form of Contract and Special Provisions Section	Approved	11/10/22	$0.00	---	---
E0128-00-MOD-00008	Updates to Contract: Administrative	Approved	5/4/23	$0.00	---	---

	Modification, Updates to Exhibit 1 – Advanced Const Agreement					
E0128-00-MOD-00009	Extend Period of Performance for Multiple TOs	Approved	6/2/23	$0.00	---	---
E0128-00-MOD-00010	Updates to Exhibit 1- Advanced Cost Agreement & Contract	Approved	3/19/24	$0.00	---	---
E0128-00-MOD-00011	Extend Period of Performance for Multiple TOs & Consultant Name Change	Approved	5/20/24	$0.00	---	---
E0128-MOD-00012	Administrative Modification No. 12 – Exercise Option Year One (1), Update Exhibit 1 - Advanced	Approved	1/28/25	$0.00	---	---
E0128-MOD-00013	Extend the Period of Performance for Multiple TOs and Update Exhibit 1- Advanced Cost Agreement & Contract	Approved	6/24/25	$0.00	---	---
	Subtotal Approved TOs and Contract Mods			**$129,829,604.82**		
Pending Task Orders and Task Order Mods						
TBD	Future Anticipated Task Orders through April 25, 2026	Pending	TBD			$19,952,395.18

TBD	Future Anticipated Task Orders for FY27, through April 25, 2027	Pending	TBD	---	---	$35,000,000
	Subtotal Pending TOs and TO Mods					**$54,952,395.18**
	Task Orders Approved	**---**	**---**	**$129,829,604.82**	**---**	**---**
	Adjustments Pending TO Close-Out	**---**	**---**	**---**	**---**	**---**
	Pending TOs and TO Mods	**---**	**---**	**---**	**---**	**---**
	Future Anticipated Task Orders for FY26-FY27, through April 25, 2027	**---**	**---**	**---**	**---**	**$54,952,395.18**
	Total Contract NTE Amount Plus Funding Needed for Future Anticipated Task Orders from FY26-FY27	**---**	**---**	**---**	**---**	**$184,782,000**

NOTES:
[1] Task Orders and Task Order Modifications will be closed-out and unused Not-To-Exceed (NTE) authorized amount will be credited back to the Project. The Authorized NTE for the Task Order will be adjusted to actuals expended.

BOARD ACTIONS	
Board Approved Funding – Current Contract Value	**$149,782,000**
This Board Action	**$35,000,000**
New Contract Value	**$184,782,000**

DEOD SUMMARY

SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT / AE47810E0128

A. Small Business Participation

While SECOTrans JV made a 15% Disadvantaged Business Enterprise (DBE) commitment on this contract, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program. As such, contract goals, enforcement, and counting of participation are suspended effective October 3, 2025. Although the DBE commitment is not a factor in the staff recommendation, there are 12 certified small businesses participating in this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

METRO CONSTRUCTION COMMITTEE
JANUARY 14, 2026

Board Item 2025-1011

SYSTEMS ENGINEERING SUPPORT SERVICES CONTRACT

Metro Los Angeles County Metropolitan Transportation Authority

Board item 2025-1011

Systems Engineering Support Services Contract

Consider:

- APPROVING an increase in total authorized funding and executing Modification No. 14 to Contract No. AE47810E0128 with SECOTrans (Joint Venture of Hatch Associates Consultants, Inc., NBA Engineering Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the Not-To-Exceed (NTE) amount of $35,000,000, increasing the total contract authorized funding from an NTE amount of $149,782,000 to an NTE amount of $184,782,000, and exercising the second, one-year (1) option extending the contract term from April 25, 2026 to April 25, 2027

Metro

Board item 2025-1011

- Consultant provides specialized systems engineering support for Metro's projects from design through testing and pre-revenue service.
- Singular team is used to promote consistency of systems on Metro projects for maintainability, interoperability, safety, reduction of lifecycle costs and training.
- Consultant is a Joint Venture with 3 primes and 19 subconsultants. Twelve firms are certified small businesses.

Metro

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

File #: 2025-1028, **File Type:** Contract **Agenda Number:** 17.

CONSTRUCTION COMMITTEE
JANUARY 14, 2026

SUBJECT: METRO A LINE/GOLD LINE FOOTHILL EXTENSION PHASE 2B2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or designee to approve programming of $95 million for FY26 thru FY28 to complete the design and advance procurement efforts for Phase 2B2, Pomona to Claremont, of the Gold Line Foothill Extension Phase 2B2 Project utilizing allocated SB125 funds.

ISSUE

The Metro Gold Line Foothill Extension Construction Authority (Authority) is responsible for the design and construction of the Gold Line Foothill Extension Phase 2B Project ("Project"), a proposed extension of the Metro A Line from Pomona to Claremont, with an option to extend to the City of Montclair. The overall Phase 2B project is divided into two sections: Phase 2B1 extends from Glendora to Pomona and opened to the public on September 19, 2025; and Phase 2B2, which will extend from Pomona to Claremont. Phase 2B2 from Pomona to Claremont requires the establishment of a budget to support planned procurement activities, anticipated contract award for design services, and other critical project development efforts. This action is necessary to align Metro's Project budget with the previously allocated funding.

BACKGROUND

The Metro Gold Line Foothill Extension Phase 2B Project extends approximately 11.4 miles from Glendora to Claremont and includes 5 stations. The overall Phase 2B Project is divided into two segments: Phase 2B1 (Glendora to Pomona) and Phase 2B2 (Pomona to Claremont). Phase 2B2 spans approximately 2.3 miles and includes one station terminating at Claremont. Phase 2B2 was anticipated to extend to the City of Montclair in San Bernardino County, however, in September 2025, the San Bernardino County Transportation Authority (SBCTA) Board of Directors voted to stop negotiating a Memorandum of Understanding (MOU) with the Authority and to remove $39 million of local SBCTA funding that had been set aside for the portion of the project segment from Claremont to Montclair (in San Bernardino County). Phase 2B2 will share right-of-way with the Southern California Regional Rail Authority (Metrolink) and the Burlington Northern Santa Fe (BNSF) freight line.

Metro and the Authority executed a Funding Agreement to define roles, responsibilities, and funding commitments for the overall Phase 2B Project. In July 2019, the Metro Board and San Gabriel Valley

Council of Governments approved an additional $126 million for Phase 2B1, bringing the total contribution to the full Phase 2B Project to $1.531 billion. This amount included a $290.2 million Transit and Intercity Rail Capital Program (TIRCP 2018) grant award, of which $41 million was withheld by the State when the project scope was reduced to terminate in Pomona . Additional discussion with the State is ongoing for the $41 million, considering the Phase 2B2 extends beyond Pomona.

Separately, SB 198-part of the FY23 State Budget-identified $4 billion for transportation projects to be distributed in FY24 and FY25. In March 2023, the Metro Board reaffirmed this Project and the Southeast Gateway Line as its top two priorities for SB 198 funds. Subsequently, the State enacted SB 125 in July 2023, allocating $495.65 million to Metro in FY24 and $499.9 million in FY25.

Metro submitted a formal allocation package in December 2023, requesting $798 million in SB125 funds for the Project. The State approved the request in July 2024 and formally allocated $798 million to Metro for the Los Angeles County portion of the Project. In October 2024, the Metro Board approved Amendment No. 4 to the Funding Agreement to reflect this allocation and update funding responsibilities. This amendment reflects the funding to allow the Project to extend further east from the City of Pomona to the City of Claremont.

DISCUSSION

Los Angeles County voters approved Measures R (2008) and M (2016) to fund a transformative suite of transportation projects intended to improve mobility, reduce air pollution, and enhance quality of life across the County. These local sales tax measures were structured to provide critical local match funding to leverage significant state and federal sources in order to fully implement priority transportation projects identified in their respective expenditure plans.

In January 2025, the Authority received one bid under a planned design-build procurement, and the bid amount was millions of dollars above expert estimates and available funding. The Authority rejected the bid, and in March 2025, the Authority Board of Directors directed staff to cancel the design-build procurement and pursue a new plan to deliver the project using the Construction Manager at Risk (CMAR) delivery method. Under this approach, the Authority will procure a design/engineering team and a separate construction manager. The procurement process to hire the design/engineering team is currently underway, and the Authority will soon hire a separate construction manager. The procurement process for the design/engineering team kicked off in June 2025 with the issuance of the Request for Proposals (RFP), and the Authority received proposals in October 2025.

The Authority expects to award the design/engineering services contract in January; the same month, the agency expects to issue the RFP for the construction manager.

The Authority identified a revised total cost estimate for the Phase 2B2 segment of approximately $798 million for the design and construction of the Project to the City of Claremont, this is inclusive of $95 millon which has been identified to support the design and procurement activity (see Attachment A - Project Funding and Attachment B - Expenditure Plan).

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental impact on safety.

FINANCIAL IMPACT

The funds required in FY26 of $11 million to support initial project activities for the Metro Gold Line Foothill Extension Phase 2B Project, Phase 2B2 are included in the FY26 Budget under Cost Center 8510, Project Number 865202. Upon Board approval, a new project number will be set up for Phase 2B2 from Pomona to Claremont. Budgeting for future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The design and procurement activities budget for Phase 2B2 is estimated at **$**11 Million for FY26, $49 Million for FY27, and $35 Million for FY28 (see Attachment B, Expenditure Plan), and will be funded through SB125 Funds allocated to Metro by the California State Transportation Agency (CalSTA) under the Transit and Intercity Rail Capital Program (TIRCP).

SB125 is a dedicated state funding source intended for capital transportation projects and is not eligible for bus operations or non-capital uses. These funds have been programmed for the Los Angeles County portion of the Project and are consistent with the approved Funding Agreement and Amendment No. 4 between Metro and the Authority (see Attachment A - Project Funding).

EQUITY PLATFORM

Approval of this action enables continued design of the Gold Line Foothill Extension Phase 2B2 Project, which, upon delivery, increases affordable transportation options for the population near the Claremont station, which can lead to better access to jobs, housing, education, healthcare, entertainment, recreation, and other opportunities within the San Gabriel Valley, Los Angeles County, and beyond. Twenty-five percent (25%) of the project corridor is within Equity Focus Communities (EFCs), such as in the cities of Azusa and Pomona.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (SCAG) region, and on the lower end of VMT per capita statewide with declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing

investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board Action supports Metro's Strategic Plan goals by establishing the financial framework to advance a Board-prioritized capital project. It ensures continued progress on a key regional rail extension and enables the use of available SB125 grant funding.

ALTERNATIVES CONSIDERED

The Board may choose not to establish the design and procurement phase budget at this time. However, deferring this action would delay advancement of Phase 2B2 from Pomona to Claremont and project readiness.

NEXT STEPS

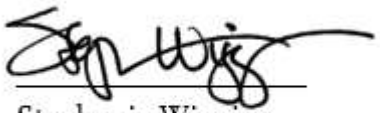
Upon Board approval, staff will incorporate the approved design and procurement budgets into the respective FY budgets. This will allow the Authority to execute the Design and Engineering Services Contract to complete the design, as well as continue procurement activities to bring a Construction Manager at Risk (CMAR) contractor onboard for Phase 2B2, Pomona to Claremont.

ATTACHMENTS

Attachment A - Project Funding
Attachment B - Expenditure Plan
Attachment C - Project Description

Prepared by: Kavita Mehta, Executive Officer, Regional Rail (213) 435-5047
Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369

Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROJECT FUNDING

Metro Gold Line Foothill Extension Phase 2B Pomona to Claremont

(in millions of dollars escalated to the year of the expenditure) 12-31-32

Sources of Funds	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
SB125 FUNDS (LA County)	11.0	49.0	35.0	220.0	210.0	203.0	70.0	798.0
Total Project Funding	11.0	49.0	35.0	220.0	210.0	203.0	70.0	798.0

**Fiscal year distribution subject to change*

ATTACHMENT B

EXPENDITURE PLAN - COST AND CASHFLOW BUDGET*

Metro Gold Line Foothill Extension Phase 2B Pomona to Claremont

(in millions of dollars escalated to the year of the expenditure) 12-31-32

Uses of Funds	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Professional Services	1.0	5.0	7.0	10.0	10.0	9.0	8.0	50.0
MCA	1.0	2.0	1.0	1.0	1.0			6.0
Right of Way Alignment		4.0	9.0	8.0	6.0			27.0
Design	8.0	30.0	11.0					49.0
Design Support				2.0	2.0	2.0		6.0
CMAR	0.5	4.0	3.0	1.5				9.0
Construction		3.0	3.0	156.5	139.0	137.0	33.5	472.0
Construction Parking				12.0	19.0	19.0	5.0	55.0
Metro Costs	0.5	1.0	1.0	8.0	8.0	8.0	5.5	32.0
Metro Vehicles				8.0	8.0	8.0	8.0	32.0
Project Contingency				13.0	17.0	20.0	10.0	60.0
Total Project Costs	11.0	49.0	35.0	220.0	210.0	203.0	70.0	798.0

**Subject to change*

ATTACHMENT C – Project Description

The Project includes approximately 2.3 miles of double light rail main track; tail tracks beyond the interlocking east of the Claremont platform; new LRT bridges; improvements to existing culverts; retaining walls and sound walls; embankment improvements; drainage and storm water improvements; one at-grade LRT passenger station; modification to an existing parking lot; intermodal interfaces; station public art; traction electrification system comprised of traction power supply substations (TPSS) and overhead contact system (OCS); grade crossings and adjacent roadway/traffic signal improvements; Utility work; station equipment; wayside equipment; communications systems; light rail train control/signal system; approximately 0.8 miles of freight rail track and signal system upgrades; approximately 1.4 miles of Metrolink commuter rail track relocation and corresponding signal system modifications, including data for the modification of the existing positive train control (PTC) system on the Metrolink Corridor (modifications to be completed by SCRRA) and a wireless crossing nearside station stop system (WCNSS); a new Claremont Metrolink platform; pedestrian undercrossing; landscaping; signage; and all related appurtenances, accessories, and subsystems. A general overview of the Project alignment is provided below:

Pomona Station to Freight/Metrolink Tie-in (Segment 1)

This segment of the alignment is approximately 1.2 miles of LRT track and 0.8 miles of freight track and includes an LRT grade separation at Garey Avenue, one freight at-grade crossing at Towne Avenue, as well as an LRT/freight flyover at Towne Avenue. This segment of the alignment contains an existing freight mainline track and an existing siding, both of which are to remain active and in compliance with all FRA and CPUC requirements during the entire Project. The Metrolink commuter rail tracks are immediately to the south of the LRT tracks in this segment and are not to be disturbed with the exception of improvements to the grade crossing at Towne Avenue and the WCNSS.

Freight/Metrolink Tie-in to Claremont (Segment 2)

This segment of the alignment is approximately 1.1 miles, runs mainly at-grade, and includes two LRT at-grade crossings at Cambridge Avenue and College Avenue; one LRT grade separations at Indian Hill Boulevard; three freight/Metrolink commuter rail at-grade crossings at Cambridge Avenue, Indian Hill Boulevard, and College Avenue. This segment

of the alignment contains an existing freight/Metrolink commuter rail track which shall be relocated and remain active and in compliance with all FRA and CPUC requirements during the entire Project.

This segment of the Project has one center platform LRT station in Claremont (west of College Avenue). The Claremont LRT station shall have at-grade pedestrian connections from both ends of the platform.

A new Metrolink station shall be constructed approximately 800 feet east of College Avenue with a pedestrian undercrossing that connects the parking facility to the north and accommodates a future connection to the recreational area to the south. The joint Claremont LRT and Metrolink parking facility shall consist of a parking structure (to be designed and built by others) located east of College Avenue and north of the LRT tracks as well as modifications to the existing Claremont Metrolink parking lot to provide approximately 46 new parking spaces on the east end with ramps and stairs to the pedestrian undercrossing to the new Metrolink platform.



GOLD LINE FOOTHILL EXTENSION PHASE 2B2

2025-1028, Construction Committee

January 22, 2026

Metro

GOLD LINE FOOTHILL EXTENSION PHASE 2B2

RECOMMENDATION:

AUTHORIZE the Chief Executive Officer or designee to approve programming of $95 million for FY26 thru FY28 to complete the design and advance procurement efforts for Phase 2B2, Pomona to Claremont, of the Gold Line Foothill Extension Phase 2B2 Project utilizing allocated SB125 funds.

Metro

GOLD LINE FOOTHILL EXTENSION PHASE 2B2



BACKGROUND

- The Metro Gold Line Foothill Extension Phase 2B is divided into two phases: Phase 2B1 (Glendora to Pomona) and Phase 2B2 (Pomona to Claremont).
- Phase 2B1 or Metro A Line to Pomona, extending from Glendora to Pomona, opened to the public on September 19, 2025
- Phase 2B2 will extend the A Line approximately 2.3 miles from Pomona to Claremont; the Gold Line Foothill Construction Authority (Authority) is responsible for design and construction of the Project.
- In October 2024, Metro Board authorized allocation of $798 Million of California State Transportation Agency (“CalSTA”) Transit and Intercity Rail Capital Program (“TIRCP”) formula funding authorized by Senate Bill 125 (“SB125 Funds”) to allow the Project to extend further east of Pomona to Claremont.

PURPOSE OF BOARD ACTION

Approval will:

- Authorize programming of $95 million from allocated SB 125 funds ($798M) for Phase 2B2 design and procurement activities:
  - FY26 - $11M
  - FY27 - $49M
  - FY28 - $35M
- This authorization will enable the Authority to award the design and engineering services contract and advance procurement activities.

Metro

NEXT STEPS

Upon Board approval:

- Staff will incorporate the approved design and procurement budgets into the respective FY budgets.
- The Authority will execute the Design and Engineering Services Contract to complete the design, as well as continue procurement activities to bring a Construction Manager at Risk (CMAR) contractor onboard for Phase 2B2, Pomona to Claremont.

Metro

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

Metro

Board Report

File #: 2025-0929, **File Type:** Contract **Agenda Number:** 24.

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 15, 2026

SUBJECT: EXECUTIVE STRATEGIC ADVISORY SERVICES

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD a three-year firm fixed unit rate Contract No. PS131207000D1 (Discipline 1) to WSP USA, Inc. to provide strategic advisory services in the Not-To-Exceed (NTE) amount of $1,700,000, effective February 16, 2026, subject to the resolution of properly submitted protest(s), if any; and

B. AWARD a three-year firm fixed unit rate Contract No. PS13207001D2 (Discipline 2) to WSP USA, Inc. to provide mega events advisory services in the NTE amount of $740,000, effective February 16, 2026, subject to the resolution of properly submitted protest(s), if any.

ISSUE

The Office of the Chief Executive Officer (OCEO) requires direct access to executive-level strategic and mega-event advisory expertise to guide enterprise-wide decision-making and ensure organizational readiness for complex, time-sensitive milestones.

BACKGROUND

Metro issued RFP No. PS131207 on April 17, 2025, to provide executive-level strategic advisory services, including mega event advisory services directly to the OCEO. These services are intended to support the OCEO in navigating agency-wide priorities, managing cross-functional risks, and coordinating regional and international event readiness efforts associated with the 2026 FIFA World Cup, 2027 Super Bowl, and the 2028 Olympic and Paralympic Games. These advisory consultants are expected to function as thought partners to executive leadership, offering an independent perspective informed by experience supporting complex public agencies and large-scale global events.

DISCUSSION

The Strategic Advisory and Mega Event Advisory Services contracts will provide the OCEO with access to specialized expertise across these two disciplines that are vital to Metro's continued growth, transformation, and readiness for upcoming milestones. As one of the largest and most complex transit agencies in the nation, Metro operates in an evolving landscape balancing service reliability, safety, equity, fiscal responsibility, and sustainability commitments while preparing for global mega events. These advisory services will strengthen Metro's ability to make timely, informed, and strategic decisions at the executive level.

- **Discipline 1: Strategic Advisory Services:** Provides independent counsel on agency-wide direction, organizational alignment, and strategic tradeoffs. This includes advising on cross-departmental coordination, executive governance, performance priorities, and emerging risks that require executive-level consideration.

- **Discipline 2: Mega Events Advisory Services:** Ensures Metro's operational and logistical readiness for global events. These services focus on executive-level planning, risk identification, and strategic coordination across internal departments and external partners to ensure Metro is prepared to support safe, reliable, and high-capacity service during global events.

Direct access to executive-level advisors enables the OCEO to draw upon technical expertise when developing agency-wide strategies, responding to emerging challenges, and implementing Board directives. The contracts will allow Metro to leverage subject-matter specialists efficiently.

DETERMINATION OF SAFETY IMPACT

This Board action has no direct impact on safety.

FINANCIAL IMPACT

Strategic Advisory Services provided by subject matter expert consultants is an ongoing need and is budgeted for each year. In FY26, funds are available in the Chief of Staff cost center: 2015; Project 100002.

Impact to Budget

The sources of funds for this action are Proposition A/C/TDA admin funds, which are not eligible for Metro bus and rail operations.

EQUITY PLATFORM

This action will provide dedicated expertise to ensure that strategic, operational, and policy decisions consider equity outcomes, potential unintended impacts, and mitigation strategies consistent with Metro's adopted equity framework.

The Diversity and Economic Opportunity Department (DEOD) established an overall eight percent (8%) Small Business Enterprise (SBE) goal for this On-Call contract. Proposers were encouraged to form teams that included SBE firms without schedules or specific dollar commitment to designated subcontractors. Overall SBE achievement will be determined using aggregate SBE participation levels.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations. Because the Metro Board has adopted an agency -wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Strategic Plan Goal #5: Advance Organizational Excellence, by strengthening executive capacity, improving collaboration, and ensuring accountable, evidence-based decision-making to advance Metro's mission.

ALTERNATIVES CONSIDERED

An alternative to the recommendation is not to approve the recommendation. This is not recommended as it could delay the OCEO's access to specialized advisory expertise, limit responsiveness to emerging challenges, and hinder Metro's ability to strategically plan for major regional and international events.

NEXT STEPS

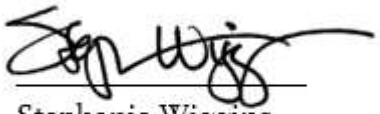
Upon Board approval, staff will execute Contract Nos. PS131207000D1 (Discipline 1) and PS131207001D2 (Discipline 2) with WSP USA, Inc. to provide strategic and mega events advisory services, respectively, effective February 16, 2026.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Elba Higueros, Deputy Chief of Staff, (213) 922-6820
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

EXECUTIVE STRATEGIC ADVISORY SERVICES
PS131207000D1/ PS131207001D2

1.	**Contract Number**: PS131207000D1 (Discipline 1 - Strategic Advisory Services) PS131207001D2 (Discipline 2 - Mega Events Advisory Services)	
2.	**Recommended Vendor**: WSP USA Inc. (Discipline 1 and 2)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: April 17, 2025	
	B. Advertised/Publicized: April 17, 2025	
	C. Pre-Proposal Conference: April 28, 2025	
	D. Proposals Due: June 2, 2025	
	E. Pre-Qualification Completed: November 3, 2025	
	F. Ethics Declaration Forms submitted to Ethics: June 9, 2025	
	G. Protest Period End Date: January 20, 2026	
5.	**Solicitations Downloaded**: 110	**Bids/Proposals Received**: 10 (Discipline 1) 5 (Discipline 2)
6.	**Contract Administrator**: Annie Duong	**Telephone Number**: (213) 418-3048
7.	**Project Manager**: Elba Higueros	**Telephone Number**: (213) 922-6820

A. Procurement Background

This Board Action is to approve Contract Nos. PS131207000D1 (Discipline 1) and PS131207001D2 (Discipline 2) issued to provide on-call strategic and mega events advisory services to Metro's Office of the Chief Executive Officer (OCEO) on critical areas that influence the future of transportation in Los Angeles County. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

On April 17, 2025, Request for Proposals (RFP) No. PS131207 was issued as a competitive procurement in accordance with Metro's Acquisition Policy, and the contract type is a firm fixed unit rate. The Diversity and Economic Opportunity Department (DEOD) established a Small Business Enterprise (SBE) goal of 8%. It was also subject to the Local Small Business Enterprise Preference Program, which awards a bonus of 5 preference points for utilization of local small business firms.

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

- Amendment No. 1, issued on May 9, 2025, extended the RFP proposal due date from May 19, 2025 to June 2, 2025;
- Amendment No. 2, issued on May 12, 2025, revised Exhibit 2 – Rate Sheet to update the list of required labor classifications;
- Amendment No. 3, issued on May 15, 2025, updated submittal instructions and required DEOD forms; and
- Amendment No. 4, issued on May 27, 2025, clarified the contract type in the LOI-01 Notice of Invitation.

A total of 110 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on April 28, 2025, and was attended by 30 participants representing 15 firms. There were 63 questions received, and responses were issued prior to the proposal due date.

A total of 15 proposals were received by the proposal due date of June 2, 2025, and are listed below in alphabetical order by discipline:

Discipline 1 (Strategic Advisory Services)

1. Alvarez & Marsal Public Sector Services LLC
2. Arup US, Inc.
3. The Boston Consulting Group, Inc.
4. CohnReznick Advisory LLC
5. Deloitte Consulting LLP
6. Guidehouse Inc.
7. Hotep Consulting LLC
8. InfraStrategies, LLC
9. McKinsey & Company, Inc. Washington, D.C.
10. WSP USA Inc.

Discipline 2 (Mega Events Advisory Services)

1. Arup US, Inc.
2. The Boston Consulting Group, Inc.
3. Deloitte Consulting LLP
4. Hotep Consulting LLC
5. WSP USA Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from the Office of the Chief of Staff, Chief People Office, and Government Relations Department, was convened and conducted a comprehensive technical evaluation of the proposals received for Discipline 1 – Strategic Advisory Services and Discipline 2 – Mega Events Advisory Services.

Of the 15 proposals received, both proposals submitted by Hotep Consulting LLC (Hotep) were deemed non-responsive by DEOD for failing to meet the SBE goal requirement. Hence, Hotep was excluded from further evaluation.

From June 16, 2025, through October 20, 2025, the PET independently evaluated the remaining 13 proposals based on the following evaluation criteria:

- Skills and Experience of the Team 45%
- Approach and Expertise 40%
- Price 15%
- Local Small Business Enterprise (LSBE) Preference Program 5%

Several factors were considered in developing these weights, giving the greatest importance to skills and experience of the team.

Of the 13 remaining proposals, five were determined to be outside the competitive range and were excluded from further consideration.

The eight firms within the competitive range are listed below by discipline in alphabetical order:

Discipline 1 (Strategic Advisory Services)

1. CohnReznick Advisory LLC
2. Deloitte Consulting LLP
3. Guidehouse Inc.
4. InfraStrategies, LLC
5. McKinsey & Company, Inc. Washington, D.C.
6. WSP USA Inc.

Discipline 2 (Mega Events Advisory Services)

1. Deloitte Consulting LLP
2. WSP USA Inc.

At the conclusion of the evaluation, the PET determined WSP USA Inc. to be the top-ranked firm for Disciplines 1 and 2.

Qualification Summary of Firms within the Competitive Range:

Discipline 1: Strategic Advisory Services

WSP USA Inc.

WSP USA Inc. (WSP) is an engineering and professional services consulting firm specializing in executive-level strategic advisory services, with a focus on finance, policy, and organizational solutions. WSP provides advocacy services and strategic guidance to transportation agencies, including a long-standing partnership with Metro.

WSP's proposed team consists of senior public-sector staff with direct experience at all levels from executive collaboration to board governance. The team offers technical expertise in management consulting, planning, design, and engineering, as well as project delivery, construction management, and operations and maintenance.

WSP has worked with the California Department of Transportation (Caltrans), the Federal Transit Administration (FTA), Metro, as well as various agencies and councils throughout the Los Angeles area on a wide range of transportation planning and engineering projects. As a strategic advisor, WSP has played a key role in developing its strategy for delivering transportation for the 2028 Olympic and Paralympic Games and in securing funding.

Deloitte Consulting LLP

Deloitte Consulting LLP (Deloitte) provides executive-level strategy and technology transformation services to Fortune 500 companies and public sector agencies at the federal, state, and local levels.

Deloitte has completed projects for the San Diego Association of Governments (SANDAG), the North County Transit District (NCTD), the Metropolitan Transportation Commission

(MTC), the Port of Long Beach, Los Angeles World Airports (LAWA), the Santa Clara Valley Transport Authority (VTA), and the Golden Gate Bridge Highway and Transportation District.

InfraStrategies, LLC

InfraStrategies, LLC (InfraStrategies) is a strategic advisory firm focused on transportation infrastructure, funding, and organizational policy. The firm provides executive-level support to public agencies nationwide to advance project delivery and organizational priorities.

Major transit agency clients include the Dallas Area Rapid Transit, Bay Area Rapid Transit, SamTrans, Chicago Transit Authority, and Metrolink, alongside city and state departments of transportation (Caltrans and Southern California Association of Governments).

Guidehouse Inc.

Guidehouse Inc. (Guidehouse) is a consulting firm providing management, technology, and risk consulting services to public and commercial sectors. The services include strategic planning, compliance and reporting, equity and sustainability assessments, and safety and security initiatives.

Guidehouse has worked with transportation agencies including FTA, Seattle Sound Transit, Amtrak, New York Metropolitan Transportation Authority, and the Washington Metropolitan Area Transit Authority. Guidehouse also led long-term strategic transformations for Tri-County Metropolitan Transportation District of Oregon (TriMet) and New Jersey Transit where they managed the long-term transition strategy for zero-emission bus fleets.

McKinsey & Company, Inc. Washington, D.C. (McKinsey & Company)

McKinsey & Company is a management consulting firm that advises senior executives on strategy and operations across public and regulated sectors. The firm utilizes proprietary analytical tools to accelerate the development of long-term transit strategies.

McKinsey & Company has served California state agencies, departments, local governments, and universities, including: California Health and Human Services, Office of Technology and Solutions Integration, University of California Irvine Health, California Department of Health Care Services, California Department of Health Services, Bay Area Rapid Transit, San Francisco County Transportation Authority, Los Angeles Work Airports, Department of Motor Vehicles, and Metro.

CohnReznick Advisory LLC

CohnReznick Advisory LLC (CohnReznick) is an advisory, assurance, and tax firm with experience supporting major capital infrastructure programs specializing in the finance and management of large-scale infrastructure and community development. CohnReznick provides financial oversight and compliance monitoring for high-value governmental projects. Its capabilities include strategic planning, procurement support, risk management, and grant administration.

CohnReznick has provided strategic advisory and advocacy services for the Washington Union Station Expansion project, Gateway Development Commission, Hudson Tunnel Project, the California High Speed Rail Authority, Diridon International Stations, Bay Area Rapid Transit, Southeast Gateway Light Rail System, Airport Metro Connector project, and the Zero-Emission Buses Procurement Program.

Discipline 2: Mega Events Advisory Services

WSP USA Inc.

WSP USA Inc. (WSP) specializes in executive-level strategic advisory services, focusing on finance, policy, and organizational solutions required for major infrastructure and global events. It has nearly a century of expertise in transportation planning, engineering, and program management.

WSP has supported ten Olympic Games, including the 1984 Los Angeles, 2000 Sydney, and 2012 London Games, as well as World Cups and Super Bowls. The firm served as the lead transportation planning consultant for several milestone events, including the 2000 Olympics in Sydney, the 2011 Rugby World Cup in New Zealand, the 2012 London Olympic Games, and the 2018 Commonwealth Games in Australia. As the lead transportation planner for these events, WSP designed the high-capacity mobility networks required to move millions of spectators across complex urban environments.

WSP assists transit agencies nationwide in preparing for the FIFA World Cup 2026 including the Southeastern Pennsylvania Transportation Authority, Sound Transit, New Jersey Transit, and Santa Clara Valley Transportation Authority.

WSP provides a multidisciplinary team with extensive mega event expertise, organized to deliver strategic advisory support across all aspects of major event transportation planning and operations.

Deloitte Consulting LLP

Deloitte Consulting LLP (Deloitte) has experience in large-scale event management, including organizational and digital strategy roles for the London 2012 Olympic Games and the 2022 FIFA World Cup. It specializes in technology transformation, stakeholder engagement, and business resiliency to ensure seamless event delivery.

As a Worldwide Olympic Partner through 2032, Deloitte provides management and business consulting directly to the International Olympic Committee (IOC). Deloitte is involved in over 50 large-scale events, offering digital and organizational expertise to address the complex challenges facing public agencies.

The following is a summary of the PET scores:

Discipline 1: Strategic Advisory Services

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**WSP USA Inc.**				
3	Skills and Experience of the Team	87.78	45.00%	39.50	
4	Approach and Expertise	87.50	40.00%	35.00	
5	Price	71.07	15.00%	10.66	
6	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
7	**Total**		**105.00%**	**85.16**	**1**
8	**Deloitte Consulting LLP**				
9	Skills and Experience of the Team	74.44	45.00%	33.50	
10	Approach and Expertise	72.50	40.00%	29.00	
11	Price	97.40	15.00%	14.61	
12	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
13	**Total**		**105.00%**	**77.11**	**2**
14	**InfraStrategies, LLC**				
15	Skills and Experience of the Team	83.33	45.00%	37.50	
16	Approach and Expertise	71.68	40.00%	28.67	
17	Price	57.33	15.00%	8.60	
18	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
19	**Total**		**105.00%**	**74.77**	**3**
20	**Guidehouse Inc.**				
21	Skills and Experience of the Team	73.33	45.00%	33.00	
22	Approach and Expertise	60.85	40.00%	24.33	
23	Price	100.00	15.00%	15.00	
24	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
25	**Total**		**105.00%**	**72.33**	**4**
26	**McKinsey & Company, Inc. Washington D.C.**				
27	Skills and Experience of the Team	82.22	45.00%	37.00	
28	Approach and Expertise	76.68	40.00%	30.67	
29	Price	19.07	15.00%	2.86	
30	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
31	**Total**		**105.00%**	**70.53**	**5**

32	**CohnReznick Advisory LLC**				
33	Skills and Experience of the Team	76.67	45.00%	34.50	
34	Approach and Expertise	70.83	40.00%	28.33	
35	Price	47.27	15.00%	7.09	
36	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
37	**Total**		**105.00%**	**69.92**	**6**

Discipline 2: Mega Events Advisory Services

1	**Firm**	**Average Score**	**Factor Weight**	**Weighted Average Score**	**Rank**
2	**WSP USA Inc.**				
3	Skills and Experience of the Team	86.67	45.00%	39.00	
4	Approach and Expertise	85.00	40.00%	34.00	
5	Price	71.53	15.00%	10.73	
6	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
7	**Total**		**105.00%**	**83.73**	**1**
8	**Deloitte Consulting LLP**				
9	Skills and Experience of the Team	72.22	45.00%	32.50	
10	Approach and Expertise	65.00	40.00%	26.00	
11	Price	100.00	15.00%	15.00	
12	Local Small Business Enterprise (LSBE) Preference Program Bonus	0.00	5.00%	0.00	
13	**Total**		**105.00%**	**73.50**	**2**

C. Cost Analysis

The proposed firm fixed fully burdened hourly rates have been determined to be fair and reasonable based on cost analysis, technical evaluation, fact-finding, and negotiations. Staff successfully negotiated a reduction in the fee of 2%.

D. Background on Recommended Contractor

WSP USA Inc. (WSP) has been in business for over 100 years and maintains a significant local presence in Los Angeles, supported by a vast national network. It provides integrated strategic advisory, planning, engineering, and program management services across the transportation, infrastructure, and energy sectors.

For Discipline 1 (strategic advisory services), WSP's team includes five Metro-certified SBE firms. The team is led by a Project Manager with more than 20 years of experience in leading organizational change within public transportation agencies, including serving as project manager for Metro's recent Strategic Action Plan Update.

For Discipline 2 (mega events advisory services), WSP's team includes two Metro-certified SBE firms. The team is led by a Project Manager with over 11 years of experience in public agency leadership, program management, and strategic planning, specifically focused on

preparing transit systems for high-impact global events. The team has managed high-priority initiatives for the FIFA World Cup 2026 such as leading strategic event planning for the Southeastern Pennsylvania Authority and conducting readiness reviews for Washington's Sound Transit:

WSP has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

EXECUTIVE STRATEGIC ADVISORY SERVICES
PS131207000D1 / PS131207001D2

The Diversity and Economic Opportunity Department (DEOD) established an overall eight percent (8%) Small Business Enterprise (SBE) goal for this On-Call contract. Proposers were encouraged to form teams that included SBE firms without schedules or specific dollar commitment to designated subcontractors. Overall SBE achievement will be determined using aggregate SBE participation levels.

A. Small Business Participation – Discipline 1

WSP USA, Inc. (WSP) met the goal by making an overall 8% SBE commitment for Discipline 1 and will be required to identify SBE subcontractor activity and actual dollar value commitments as work is assigned.

Small Business Goal	8% SBE	Small Business Commitment	8% SBE

	SBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	Estolano Advisors	TBD	X	
2.	Insight Strategies	TBD	X	
3.	Intueor Consulting	TBD		X
4.	Praxis HR	TBD		X
5.	Trifiletti Consulting	TBD	X	
	Total Commitment	**8%**		

B. Small Business Participation - Discipline 2

WSP met the goal by making an overall 8% SBE commitment for Discipline 2 and will be required to identify SBE subcontractor activity and actual dollar value commitments as work is assigned.

Small Business Goal	8% SBE	Small Business Commitment	8% SBE

	SBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	Estolano Advisors	TBD	X	
2.	Intueor Consulting	TBD		X
	Total Commitment	**8%**		

C. Local Small Business Preference Program (LSBE)

WSP USA Inc. (WSP), a non-LSBE prime, did not meet the LSBE requirement and is ineligible for LSBE Preference.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

F. Project Labor Agreement/Construction Careers Policy

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

G. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Executive Strategic Advisory Services

Metro

Executive Management Committee
January 15, 2026

RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD a three-year firm fixed unit rate Contract No. PS131207000D1 (Discipline 1) to WSP USA, Inc. to provide strategic advisory services in the Not-To-Exceed (NTE) amount of $1,700,000, effective February 16, 2026, subject to the resolution of properly submitted protest(s), if any; and

B. AWARD a three-year firm fixed unit rate Contract No. PS13207001D2 (Discipline 2) to WSP USA, Inc. to provide mega events advisory services in the NTE amount of $740,000, effective February 16, 2026, subject to the resolution of properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

Discipline 1 AWARDEE - WSP USA Inc.

NUMBER OF BIDS - 10

- WSP USA Inc.- $1,700,000

Discipline 2 AWARDEE - WSP USA Inc.

NUMBER OF BIDS - 5

- WSP USA Inc.- $740,000

DEOD COMMITMENT – The Diversity and Economic Opportunity Department (DEOD) established an overall eight percent (8%) Small Business Enterprise (SBE) goal for this On-Call contract. Proposers were encouraged to form teams that included SBE firms without schedules or specific dollar commitment to designated subcontractors. Overall SBE achievement will be determined using aggregate SBE participation levels.

ISSUE

The Office of the Chief Executive Officer (OCEO) requires direct access to executive-level strategic and mega-event advisory expertise to guide enterprise-wide decision-making and ensure organizational readiness for complex, time-sensitive milestones.

Metro

ISSUE & DISCUSSION

DISCUSSION

The Strategic Advisory and Mega Event Advisory Services contracts will provide the OCEO with access to specialized expertise across these two disciplines that are vital to Metro's continued growth, transformation, and readiness for upcoming milestones. As one of the largest and most complex transit agencies in the nation, Metro operates in an evolving landscape balancing service reliability, safety, equity, fiscal responsibility, and sustainability commitments while preparing for global mega events. These advisory services will strengthen Metro's ability to make timely, informed, and strategic decisions at the executive level.

Metro

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

Metro

Board Report

File #: 2025-0966, **File Type:** Contract **Agenda Number:** 25.

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 15, 2026

SUBJECT: CARTOGRAPHY SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS82879000 with DCR Design, LLC for map design services in the amount of $600,000, increasing the not-to-exceed contract amount from $550,000 to $1,150,000, and extending the period of performance from April 1, 2026, to March 31, 2029.

ISSUE

The current Contract No. PS82879000 expires on March 31, 2026. Funding is projected to be exhausted by February 2026 due to higher-than-anticipated map design projects to support key Operations and Customer Experience initiatives. Critical projects have included the development of map products to support various bus and rail service changes, rail station openings, as well as special map products to support mega events like the 2024 and 2025 World Series parades, the 2026 FIFA World Cup, and the 2028 Olympic and Paralympic Games.

BACKGROUND

Metro has contracted with DCR Design, LLC (DCR Design) since 2018 to develop new and update existing map products to support bus and rail service changes, station openings and various special projects.

In 2022, Metro awarded a three-year base contract with DCR Design in the amount of $450,000 to provide map information and cartographic services. Recently, the need for map design services has increased to include:

- Updating of existing customer information maps to support various bus and rail service changes and station openings;
- Creating custom basemaps for various customer information projects, working to maintain consistency in all Metro map products, including customizing designs and code, and using Metro standard typefaces, colors, etc.;
- Conceptualizing and suggesting innovative ways to evolve maps and other cartographic

products to enhance Metro's customer experience; and
- Advising on and implementing updates to new and existing map products in preparation for major special events in Los Angeles County, including the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games.

Extending the current contract ensures continued map design support for upcoming bus and rail service changes, station openings and mega events like the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games.

DISCUSSION

DCR Design creates, maintains and updates various core and specialty map products that help enhance the customer experience. Map products include, but are not limited to, the following:

Core Maps:
- Bus and Rail System Map - features the entire Metro bus and rail system and is updated at least twice a year during bus service changes
- Rail and Busway Map - features the rail and busway system and is updated whenever there's a rail service change or new station opening
- Connections Maps (various) - feature bus connections near rail stations and transit hubs
- Local Area Maps (various) - five-minute walking maps, displayed on our digital customer information panels (CIPs)

Metro's core maps provide essential customer information to riders and are made available on *metro.net* and on the bus and rail system in the following forms:
- Rail station platforms (map cases)
- Bus bays/transit hubs (map cases)
- Rail cars (rail posters)
- Digital customer information panels (CIPs)
- Printed brochures

Specialty Maps:
- November 2023 Emergency Closure Map (I-10 FWY)
- 2024 and 2025 Dodgers Victory Parade Map
- Metro System Growth Map (1984 - 2028) - Developed to support the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games
- Cultural Hub Map - Currently in development to support the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games
- Ad Hoc Mapping Tool - To meet Metro's growing need for timely and customized map products, DCR is developing an Ad Hoc Mapping Tool that allows internal users to create maps for short-term projects or communication needs. The tool will ensure all maps follow Metro's established design and mapping standards using approved data layers, such as routes, stations and service areas.

Historically, Metro has utilized the services of DCR Design for planned bus and rail service changes

and station openings. However, a few unanticipated specialty map projects, including the 2024 and 2025 Dodgers victory parade maps, the Metro System Growth Map, and the Cultural Hub Map, exhausted available funds faster than anticipated.

The execution of this contract modification will ensure continued design support across the following areas:

- Rider Information and System Maps: Essential updates to core rider map products and customer information systems will continue, ensuring that information across the system is always up-to-date.
- Major Event Support: Future necessary updates to critical specialty products, specifically the Metro System Growth Map and the Cultural Hub Map - which are vital to the 2026 FIFA World Cup, 2027 SuperBowl, and the 2028 Olympic and Paralympic Games - will be completed.
- Design integrity and quality control: Design continuity, standards and cohesive visual systems established over the years of collaboration with DCR will continue, ensuring quality, accuracy, and uniformity across Metro's map products.

This modification ensures continued map design support for upcoming bus and rail service changes, station openings and mega events like the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. DCR Design has nearly eight years of institutional knowledge and data as Metro's cartography design vendor. It also has experience providing map design services for mega events, including the 2012 London Olympics. This experience will be essential as Metro continues planning for the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games.

DETERMINATION OF SAFETY IMPACT

Without continued map design support, Metro will not be able to update core maps during bus and rail system changes and station openings. This would compromise Metro's ability to deliver accurate and reliable information to riders, stakeholders and the public.

FINANCIAL IMPACT

The FY26 Budget includes $120,000 for this contract modification in Cost Center 7140, Marketing, under Project # 306005, Public Affairs.

Since this is a multi-year contract, the Executive Officer, Marketing, the Deputy Chief, Customer Experience and the Chief Customer Experience Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The sources of funding are operating eligible federal, state and local funding resources, which could be used for eligible bus and rail operating and capital expenses.

EQUITY PLATFORM

Extending the current map design contract will allow Metro to keep maps updated systemwide, ensuring equitable access to transit information and resources. These maps are especially vital for low-income, minority and non-English-speaking populations, serving as key rider tools and travel information at bus and rail station platforms.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through customer experience activities that will improve and further encourage transit ridership, ridesharing and active transportation. Updated and accurate maps are critical public resources, providing riders with tools to navigate to their destination. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approving this contract modification aligns with Metro's strategic goals by ensuring that riders have access to updated and accurate maps on *metro.net* and on the bus and rail system.

1. Provide high-quality mobility options that enable people to spend less time traveling.
Maps are essential tool for riders to efficiently plan their journeys. DCR Design's continued support guarantees that our map products are always reliable and current, helping riders successfully navigate our system and spend less time traveling.

2. Deliver outstanding trip experiences for all users of the transportation system.
Accurate and reliable maps enhance the overall rider experience by offering a seamless trip planning experience. DCR Design's continued support guarantees that our riders can access the information they need for a smooth and informed journey.

3. Enhance communities and lives through mobility and access to opportunity.
Accurate and reliable maps are a gateway to mobility and opportunity for communities throughout Los Angeles. DCR Design's efforts ensure that maps remain accessible to all riders, including low-income and minority communities.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendation. This option is not recommended as Metro faces potential disruptions with the ability to update core map products and a decline in the customer experience. Metro does not have the internal resources and expertise required to work with Geographic Information System (GIS) data to update core map products. As a result, map products would be inaccurate and unreliable during bus and rail service changes and station openings, which would jeopardize the rider experience and Metro's public-facing presence.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 2 to Contract No. PS82879000 with DCR Design, LLC, to continue to provide map design services through March 31, 2029.

ATTACHMENTS

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

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Reviewed by: Jennifer Vides, Chief Customer Experience Officer, (213) 922-0460

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
CARTOGRAPHY SERVICES / PS82879000

1.	**Contract Number**: PS82879000			
2.	**Contractor**: DCR Design, LLC			
3.	**Mod. Work Description**: Continue map design services and extend the period of performance through March 31, 2029.			
4.	**Contract Work Description :** Provide as-needed map information and cartography services.			
5.	**The Following Data is current as of**: 12/9/25			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	4/1/22	**Contract Award Amount:**	$450,000
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$100,000
	Original Complete Date:	3/31/26	**Pending Modifications (including this action):**	$600,000
	Current Est. Complete Date:	3/31/29	**Current Contract Value (with this action):**	$1,150,000
7.	**Contract Administrator**: Antwaun Boykin		**Telephone Number**: (213) 922-1056	
8.	**Project Manager**: Chad Kaaukai		**Telephone Number**: (213) 418-3249	

A. Procurement Background

This Board Action is to approve Modification No. 2 to Contract No. PS82879000 to continue to provide map design services through March 31, 2029. This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate.

In April 2022, Metro awarded a three-year contract to DCR Design, LLC to provide map information and cartography services.

One modification has been issued to date.

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

B. Price Analysis

The recommended amount has been determined to be fair and reasonable based upon firm fixed unit rates established and evaluated as part of the competitive award in 2022. The Independent Cost Estimate (ICE) is based on the original negotiated contract rates. The rates are in line with current market rates for similar services and include a 3% increase, which is lower than the current Employment Cost Index of 3.5%.

Proposed Amount	Metro ICE	Recommended Amount
$600,000	$600,000	$600,000

CONTRACT MODIFICATION/CHANGE ORDER LOG
CARTOGRAPHY SERVICES / PS82879000

Mod. No.	Description	Status (Approved or Pending)	Date	Amount
1	Increase the Not-To-Exceed (NTE) contract amount and continue existing services through March 31, 2026	Approved	12/26/2024	$100,000
2	Increase the NTE contract amount and continue existing services through March 31, 2029	**Pending**	**Pending**	**$600,000**
	Modification Total:			**$700,000**
	Original Contract:		**04/01/22**	**$450,000**
	Total:			**$1,150,000**

DEOD SUMMARY

CARTOGRAPHY SERVICES/PS82879000

A. Small Business Participation

DCR Design, LLC (DCR), an SB Prime, made an 80% SBE commitment on this contract. Based on payments the contract is 99% complete and the current level of SBE participation is 100%, exceeding the commitment by 20%. DCR, with concurrence from Metro's Project Team, notes that Interline Technologies LLC (Interline) was added to support potential needs for custom computer programming services, data processing, hosting, and related technical services. While the specific scopes of work have not yet been requested, DCR contends that Interline will be engaged when such needs arise.

Small Business Commitment	**80.00% SBE**	**Small Business Participation**	**100.00% SBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	DCR Design, LLC (Prime)	80%	100.00%
2.	Interline Technologies LLC	ADDED	TBD
	Total	**80.00%**	**100.00%**

[1]*Current 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 modification.

C. Prevailing Wage Applicability

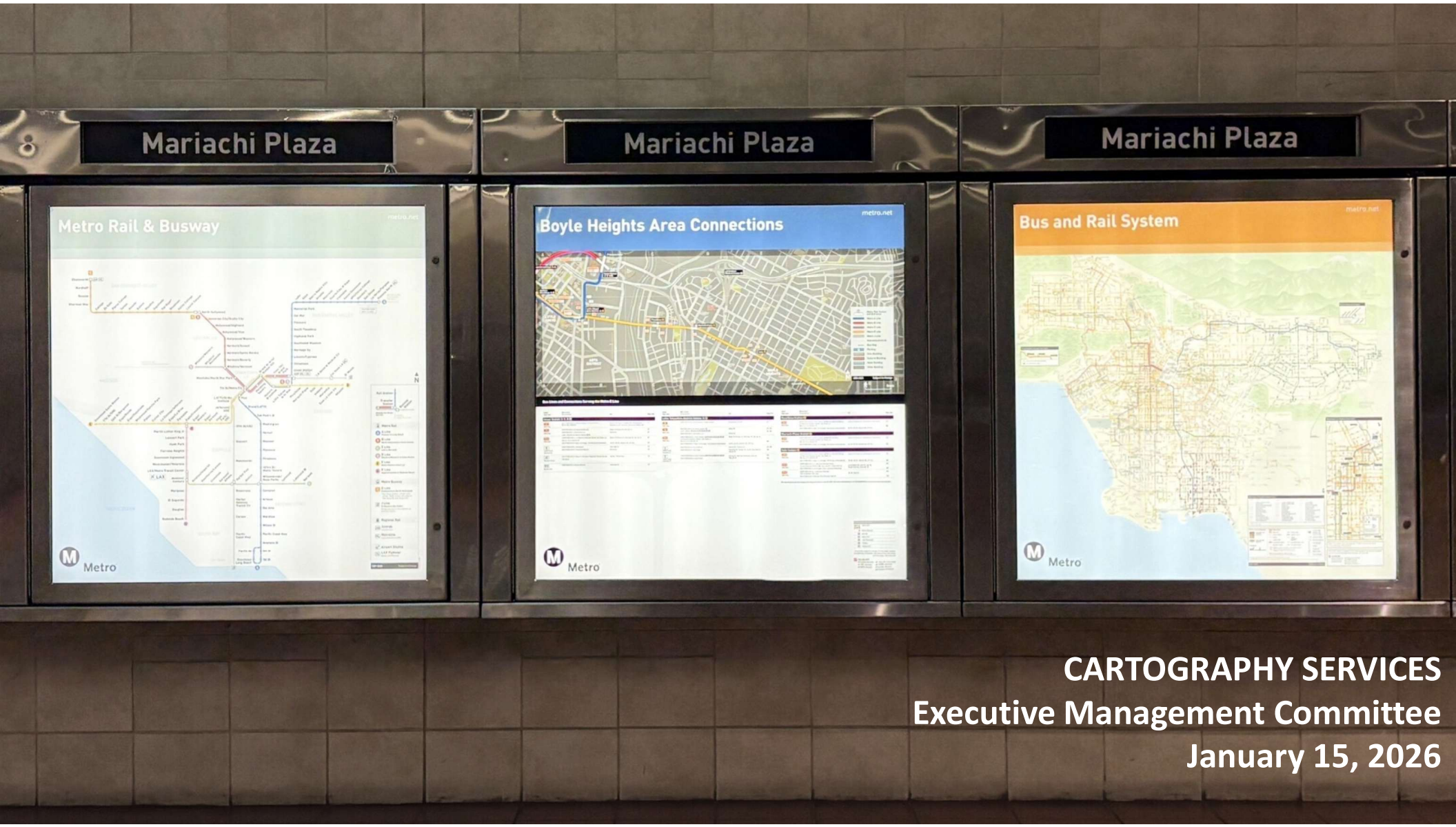
Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.



CARTOGRAPHY SERVICES

Executive Management Committee

January 15, 2026

Metro

Background

DCR Design, LLC designs, maintains and updates various core and specialty Metro map products that help enhance the customer experience. These maps provide essential customer information to riders and are made available on *metro.net* and on the bus and rail system.

Core Map Products:

- Bus & Rail System Map
- Rail and Busway Map
- Connections Maps
- Local Area Maps

Locations:

- *Metro.net*
- Rail station platforms (map cases)
- Bus bays/transit hubs (map cases)
- Rail cars (rail posters)
- Digital customer information panels (CIPs)
- Printed brochures



Specialty Map Examples:

- Emergency Closures
- Dodgers Victory Parade
- Metro System Growth (1984-2028)
- Cultural Hubs
- Ad Hoc Mapping Tool

Metro

Discussion

Metro's cartography services contract with DCR Design, LLC ends on March 31, 2026. Funding is projected to be exhausted by February 2026 due to higher-than-anticipated map design projects to support key Operations and Customer Experience initiatives. Critical projects have included the development of map products to support various bus and rail service changes, rail station openings and special map products to support mega events like the 2024 and 2025 World Series parades, the 2026 World Cup and the 2028 Olympic and Paralympic Games.

Extending the current map design contract will allow Metro to keep maps updated systemwide, ensuring equitable access to transit information and resources. These maps are especially vital for low-income, minority and non-English speaking populations, serving as key rider tools and travel information at bus and rail station platforms.

Extending the current contract also ensures continued map design support for upcoming bus and rail service changes, station openings and mega events.

Metro

Recommendation

Authorize the Chief Executive Officer to execute Modification No. 2 to Contract No. PS8287900 with DCR Design, LLC in the amount of $600,000 increasing the Not-to-Exceed (NTE) contract value from $550,000 to $1,150,000, and extend the period of performance from April 1, 2026, to March 31, 2029.

Metro

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

Metro

Board Report

File #: 2025-0956, **File Type:** Contract **Agenda Number:** 28.

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 15, 2026

SUBJECT: UPDATE ON LANDMARK UNSOLICITED PROPOSAL FOR METRO WORKFORCE HOUSING

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into an Exclusive Negotiation Agreement (ENA) with Treehouse Leimert PropCo LLC to negotiate key terms and conditions for a period of six months with an option for an additional six-month extension.

ISSUE

At its July 2025 meeting, the Board authorized the CEO to proceed with the Supplementary Review (Phase Two) evaluation of the Landmark Unsolicited Proposal to develop Metro Workforce Housing in the vicinity of the Leimert Park K Line Station.

This Board Report provides a progress update on the Unsolicited Proposal evaluation and, based on technical findings, recommends Metro enter into an Exclusive Negotiation Agreement in order to further test viability of the project.

BACKGROUND

At its April 2023 meeting, the Board approved an amendment by Director Solis requesting staff report back on opportunities to designate new housing units for Metro workforce housing by the Metro joint development program or other appropriate mechanisms.

On June 6, 2025 Metro received an unsolicited proposal from Treehouse Leimert PropCo LLC titled *The Nathaniel Metro Workforce Housing Project*. The initial proposal requested an investment of $25 million from Metro in exchange for up to 80 units, located less than 500 feet from the Leimert Park K Line Station, reserved primarily for Metro employees. Staff recommended requesting detailed technical and financial information from the Proposer to fully understand and evaluate the proposal, known as the “Supplementary Review” phase in the Unsolicited Proposal Policy.

In July 2025, the Board approved advancing the unsolicited proposal to a Supplementary Review. The Proposer worked with staff to provide additional documentation and responses to questions to test the Proposal’s feasibility and viability. Of note, as is typical for real estate projects, the Proposed

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Project evolved during staff's analysis from a six-story, 100-unit building to a five-story, 107-unit building, with reduced commercial space, and changes to the unit sizes and mix, including an increased number of units set aside for Metro employees. The Proposed Project includes 42 studio units (350 sq ft), 5 one-bedroom units (501 sq ft), 34 one-bedroom units (550 sq ft), 21 two-bedroom units (750 sq ft), and 5 live/work units (750 sq ft).

DISCUSSION

Staff, with support from financial consultants and legal counsel, evaluated the technical and financial merits of the Proposal as well as any legal constraints or requirements for its implementation. Criteria for evaluating the Proposal included those described in the Unsolicited Proposals Policy and those outlined to the Board in July 2025, as follows:

- The viability of the Proposed Project and schedule, as well as Metro's ability to meet activities required;
- The qualifications, capabilities, and experience of key personnel who are critical in achieving the Proposal's objectives;
- The relative costs and benefits of the Proposal;
- The Proposed Project costs and financial capacity of the Proposer; and
- Metro's authority to enter into a contract under its current authorization.

As a result of the analysis, the review committee was able to explore and verify certain elements necessary for the Proposed Project to proceed including: the Proposer's key personnel appear to be qualified to carry out a development similar to the Proposed Project; the Proposer has site control over the development site; and the Proposer has clarified its entitlement and permitting strategy. In addition, the review committee has determined that Metro has legal authority to invest in a Metro employee housing project which is (a) functionally related to transit facilities and (b) is supported by factors demonstrating that the project facilitates Metro's operational needs. The review team analyzed the different financing models suggested by the Proposer, and identified which model(s) would be both most efficient and legally permissible.

Relative to the costs and benefits of the Proposal as well as the Proposed Project costs and financial capacity of the Proposer, the review team identified five key issues that require negotiation with the Proposer. Negotiation is needed to ensure a better investment for Metro, deeper understanding of the Proposed Project's risk profile, and to make sure that the project will result in substantial benefits to Metro's workforce. Specifically, these issues are related to: 1) proposed developer fees, 2) proposed inclusion of sunk costs, 3) Metro's preferred financing model and associated costs, 4) structure of a proposed Metro investment and 5) proposed unit rents relative to market rents.

To seek further clarification on the issues outlined above, staff seek to enter into an Exclusive Negotiation Agreement with the Proposer to further explore and negotiate potential terms for this proposed investment opportunity for Metro. Entering into an Exclusive Negotiation Agreement with the Proposer does not commit Metro to any investment or action, and staff would return to the Board with refined details before entering into any agreement.

DETERMINATION OF SAFETY IMPACT

No safety impacts are associated with proceeding into this negotiation phase.

FINANCIAL IMPACT

Participating in the negotiations outlined in this Report is estimated to cost $50,000 for consultant and legal support. Funding for this contract will be covered in Cost Center 2031, Office of Strategic Innovation, under Project Number 405701 (P3, UPs, Pilots & Other). During the term of the Exclusive Negotiating Agreement, staff would further assess the financial viability of the Proposal and advantageousness of its value to Metro.

Impact to Budget

These funds are not eligible for bus or rail operating and capital expenses.

EQUITY PLATFORM

The Proposed Project advances Metro's Equity Platform by potentially delivering income-restricted workforce housing in a high need, transit-rich area to support economic stability for lower-income Metro employees earning not more than 80% of Area Median Income.

By prioritizing housing near the Leimert Park K Line Station, the project will support Metro's Equity Platform goals to reduce cost burdens, improve access to opportunity, and address systemic inequities tied to housing and transportation access.

The project also aligns with Metro's place-based equity approach by directing investment into a community with documented environmental and health vulnerabilities, including an average CalEnviroScreen score of 76 and widespread designation as disadvantaged under state and regional indices. Consistent with Metro's Equity Platform principles of meaningful outcomes and community benefit, the proposed workforce housing model seeks to reduce displacement risk, shorten commutes for qualified lower wage workers, and reinforce the long-term benefits of transit investment for historically marginalized communities. Key areas for consideration during the next phase include developing a process necessary to ensure equitable access to workforce housing for eligible employees, ensuring alignment with Metro's commitments to racial equity, accessibility, and inclusive economic opportunity.

VEHICLE MILES TRAVELED OUTCOME

Vehicles Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This

item supports Metro's systemwide strategy to reduce VMT by supporting a housing development in a high need, transit-rich area near the Leimert Park K Line Station encouraging transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposal addresses numerous Vision 2028 goals, including:

- **Goal 3.2 (Transit Oriented Communities):** The Project will enable Metro to "implement effective solutions" to address "quality of life issues, such as equity, economic opportunity, gentrification, displacement, affordable housing."

- **Goal 3.3 (Genuine Engagement):** The Proposer has indicated that there has been robust community engagement in the advancement of the Project, which has built upon numerous other outreach efforts in the surrounding community.

- **Goal 4.1 (Community Development):** The Project will enable Metro to "implement effective solutions" to address "quality of life issues, such as equity, economic opportunity, gentrification, displacement, affordable housing" to support the goals of the Vision 2028 Plan.

- **Goal 5.2 (Good Public Policy and Fiscal Stewardship):** The Project carefully leverages Metro funding to provide an essential benefit to Metro employees.

- **Goal 5.5 (External Partnerships):** The project expands Metro's capacity to work with 'non-traditional business partners' to develop a new workforce housing product.

- **Goal 5.7 (Workforce/Affordable Housing**): The project will create income-restricted homes with a preference for Metro employees to "build and nurture a diverse, inspired, and high-performing workforce".

ALTERNATIVES CONSIDERED

The Board may direct staff to decline to further pursue this proposal. This alternative is not recommended as the proposal provides potentially significant benefits for the agency, as described above, and has been determined to be worthy of further assessment.

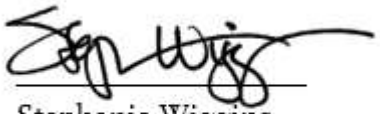
NEXT STEPS

Upon Board approval, staff will execute an Exclusive Negotiation Agreement to negotiate the issues outlined in the Discussion section of this report. Should the Proposed Project prove to be viable in accordance with a set of proposed terms agreeable to both parties, staff will return to the Board with a summary of the proposed terms and a recommendation to advance the project through the

Unsolicited Proposals Policy.

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Stephanie Wiggins
Chief Executive Officer



Landmark Unsolicited Proposal for Metro Workforce Housing

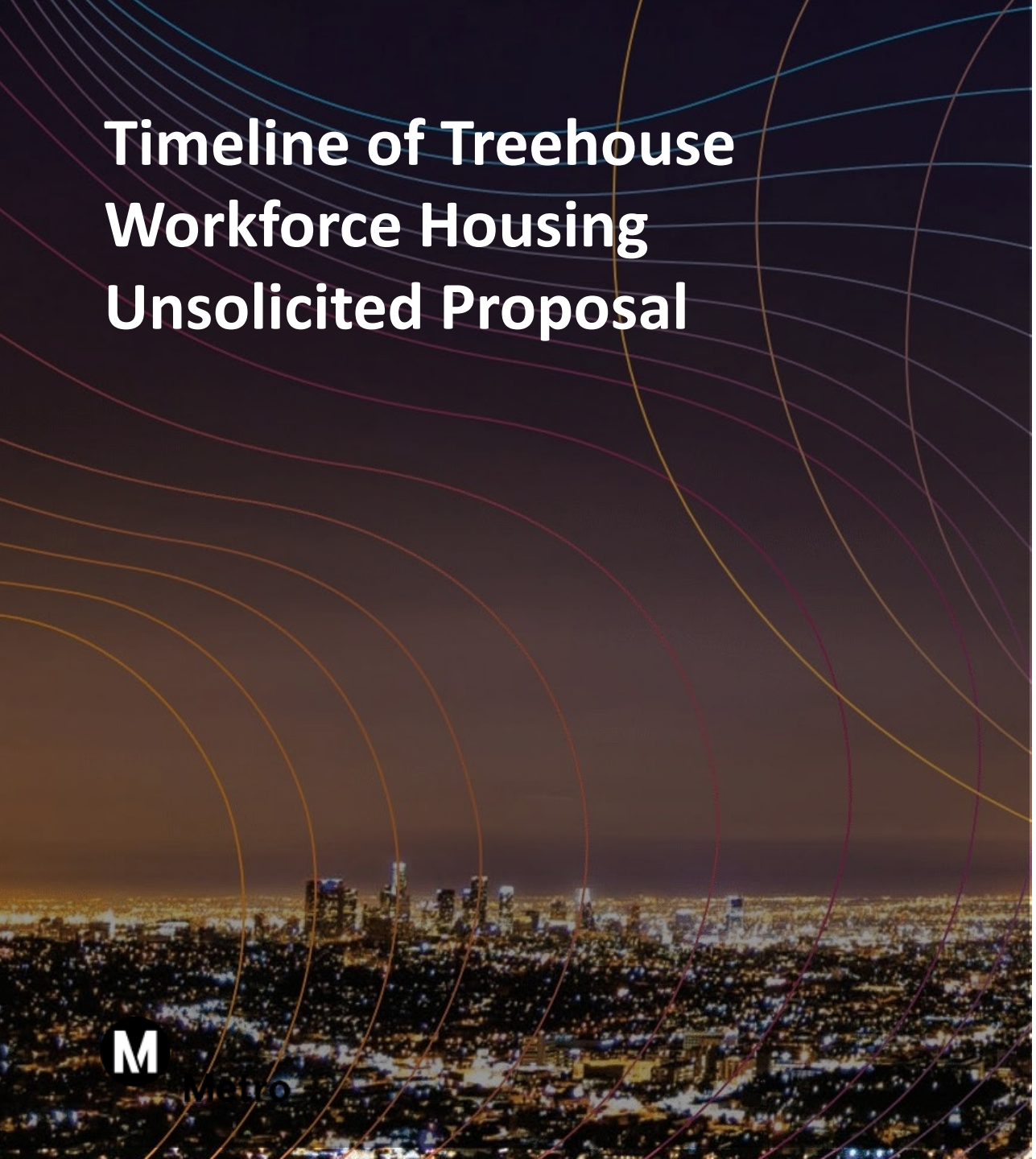
Executive Management Committee - January 15, 2026

Metro

Recommendation

AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into an Exclusive Negotiation Agreement (ENA) with Treehouse Leimert PropCo LLC to negotiate key terms for a period of six months with an option for an additional six-month extension.

Timeline of Treehouse Workforce Housing Unsolicited Proposal



- April 2023: Board requesting staff report back on opportunities to designate new housing units for Metro workforce housing
- June 2024: Board approved establishment of “landmark” Unsolicited Proposals (UP)
- June 2025: Metro receives Treehouse Workforce Housing Unsolicited Proposal
- July 2025: Board approved Supplementary Review of this Unsolicited Proposal
- July-December 2025: Supplementary Review and Additional Analysis by staff and consultants
- January 2026: Staff seeks to enter into an Exclusive Negotiation Agreement on Treehouse Workforce Housing project

Proposal Summary



Proposer: Treehouse and Community Labs

Title: Nathaniel Metro Workforce Housing Project (4421-4437 Crenshaw Blvd, Los Angeles, CA)

Revised Scope

- 107 housing units across from Leimert Park K Line Station
- 91 income-restricted units reserved for qualified Metro employees earning 80% AMI or below, 11 units for very low-income general public, 4 units unrestricted
- 2,400 SF commercial or cultural space

Funding

- Proposer requesting $25M Metro investment with conversion to residual receipts loan

Project Details

Unit Mix	Number of Units	% of Total Units	Unit Sizes (Sf)
Studio Units	42	39%	350
One-Bedroom Units (A)	5	5%	501
One-Bedroom Units (B)	34	32%	550
Two-Bedroom Units	21	20%	750
Live/Work Units	5	5%	750
Total / Average	**107**	**100%**	**518**

Gross Building Area	Square Feet
Residential Living Area	55,405
Community Space / Offices	1,500
Commercial Space	2,400
Common Area / Circulation	10,645
Total Gross Building Area	**69,950**

Metro

Outstanding Issues to be discussed in Exclusive Negotiation Agreement



Issues for Further Exploration in an Exclusive Negotiating Agreement:

1. Proposed Developer Fees
2. Proposed Inclusion of Sunk Costs
3. Metro's Preferred Financing Model and Associated Costs
4. Structure of a Proposed Metro Investment
5. Proposed Unit Rents Relative to Market Rents

Upon Board Approval:

- Staff will draft an Exclusive Negotiation Agreement and enter into negotiations with Treehouse Leimert PropCo LLC regarding the project at 4421-4437 Crenshaw Blvd

- Entering into an Exclusive Negotiation Agreement with the Proposer does not commit Metro to any investment or action, and staff would return to the Board with refined details before entering into any agreement or implementation of this unsolicited proposal

Thank you

Office of Strategic Innovation

Metro

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

File #: 2025-1081, **File Type:** Resolution **Agenda Number:** 29.

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 15, 2026

SUBJECT: FINDINGS REQUIRED FOR ELIGIBLE SUBSIDIARY BODIES TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH SB 707 (DURAZO)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies (Attachment A) as defined by SB 707:

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.
(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.
(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

B. AUTHORIZING eligible subsidiary bodies (Attachment A) to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707; and

C. RECEIVING AND FILING the update on relaxed teleconferencing rules as stated in SB 707 (Attachment B).

ISSUE

SB 707 (Attachment B), signed into law in October 2025, updates and extends the relaxed teleconferencing options first authorized under AB 2449 (Rubio). Such relaxed rules include the ability to participate in a teleconference meeting from a remote location that is not accessible to the public, if certain requirements are met. While SB 707 continues to provide for relaxed teleconferencing options for a legislative body of a local agency (i.e., bodies subject to the

Brown Act) under updated “just cause” requirements or as a reasonable accommodation, it adds an additional avenue for “eligible subsidiary bodies” (defined in SB 707) to meet remotely using the relaxed teleconferencing standards (outside of “just cause” reasons). Under these expanded rules, an eligible subsidiary body may elect to meet remotely using the relaxed teleconferencing standards if the Metro Board adopts required statutory findings and renews such findings every six months.

BACKGROUND

SB 707 (Durazo), signed into law on October 3, 2025, modernizes the Ralph M. Brown Act by extending the relaxed modifications set forth by AB 2449 (Rubio) in September 2022 and updating teleconferencing rules for public meetings. It continues (with some modifications) the relaxed participation framework originally authorized under AB 2449, which expired January 1, 2026. SB 707 extends the relaxed teleconferencing rules under specified circumstances until January 1, 2030.

The Board qualifies as an “eligible legislative body” under SB 707. Among other things, SB 707 establishes new requirements for “eligible legislative bodies” related to:

- public remote access to Board and Committee meetings via two-way audiovisual or telephonic participation;
- captioning activation when using audiovisual platforms;
- expanded accessibility and translation requirements for notices and websites (beginning July 1, 2026); and
- adoption of a service disruption policy for remote participation (by July 1, 2026).

Metro is currently meeting all the above listed requirements, with the exception of a Board-adopted service disruption policy, which staff will be bringing to the Board for recommended approval before July 1, 2026.

SB 707 also updates when members of a legislative body may participate remotely, including for “just cause” or as a reasonable accommodation, while retaining quorum and visibility requirements. Based on the frequency of Metro’s meetings, a Director can utilize “just cause” up to twice per calendar year.

DISCUSSION

SB 707 further establishes specific rules to qualify for the relaxed teleconferencing requirements applicable to eligible subsidiary bodies, defined as advisory bodies that serve exclusively in an advisory capacity; are not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds; and do not have primary subject matter jurisdiction that focuses on elections, budgets, police oversight, among other specified topics under the statute. Attachment A provides a list of eligible Metro Advisory Bodies. In addition to “just cause” reasons, these bodies may also conduct meetings via teleconference using relaxed standards if they meet certain requirements, including providing for public participation either by way of (i) a two-way audio visual platform, or (ii) a two-way telephonic service and a live webcasting of the meeting; compliance with

specified processes in the event there is telephonic or internet service disruption preventing the body from broadcasting the meeting; agenda posting at a single physical location, and staff presence at that location. Except for “just cause” reasons, before eligible subsidiary bodies may use the relaxed teleconferencing provisions, the Metro Board must adopt statutory findings by majority vote and renew those findings every six months.

SB 707 requires the Board to periodically adopt specific findings in order for eligible subsidiary bodies to continue meeting virtually under relaxed teleconferencing standards (outside of the statutorily permitted “just cause” reasons). These advisory bodies play a key role in shaping Metro programs and priorities by elevating lived experience, operational insights, and community feedback from across the region.

Metro’s subsidiary bodies (Attachment A) include groups focused on accessibility, public safety, community representation, and service planning such as the Public Safety Advisory Committee (PSAC), the Accessibility Advisory Committee, and the Service Councils. Members often volunteer their time, travel from multiple regions of Los Angeles County, and represent communities with varying access, work schedules, health needs, and caregiving responsibilities. Teleconferencing flexibility directly supports participation, quorum reliability, and diverse representation, enabling these bodies to remain active and reflective of the communities they serve.

Without Board action, eligible subsidiary bodies must revert to traditional Brown Act teleconferencing rules (other than in the event of “just cause” consistent with the statute), which require members participating remotely to publicly disclose and make accessible their teleconference location. These requirements would significantly limit participation and could reduce consistency and retention, impacting Metro’s ability to gather community input and operational feedback through its advisory structure.

Adopting the required findings under SB 707:

- preserves virtual participation options that support member engagement and continuity,
- ensures advisory bodies remain operational and accessible, and
- aligns Metro’s advisory meetings with existing public engagement practices at the Board level.

The findings must be renewed every six months to maintain this flexibility. This action does not change how the Board or its Committees meet; rather, it maintains functional and equitable access for Metro’s subsidiary bodies, consistent with how they have operated in recent years.

DETERMINATION OF SAFETY IMPACT

This action does not have an impact on safety.

EQUITY PLATFORM

This action supports equitable access to Metro’s advisory body processes by allowing flexible participation options for eligible subsidiary bodies. Teleconference flexibility reduces participation barriers for advisory body members who, travel from different parts of LA County, and may face challenges related to work schedules or other responsibilities. This item supports inclusive

participation and ongoing operations of Metro's advisory process.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it will allow Metro's eligible advisory bodies to meet virtually, increasing membership and participation without increasing VMT. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #5 to provide responsive, accountable, and trustworthy governance within the Metro organization by allowing Metro's eligible subsidiary bodies to meet virtually.

ALTERNATIVES CONSIDERED

The Board can consider not allowing eligible subsidiary bodies the opportunities to meet virtually outside of "just cause" reasons but membership has expressed concerns with meeting quorum due to the need for virtual attendance options. This option is not recommended.

NEXT STEPS

Upon approval, staff will notify the eligible subsidiary bodies of the teleconferencing framework. Additionally, staff will bring an IT Disruption Policy to the Board for approval as required by SB 707.

ATTACHMENTS

Attachment A - List of eligible Metro Advisory Bodies
Attachment B - SB 707 (Durazo)

Prepared by: Collette Langston, Board Clerk, (213) 922-2837

Reviewed by: Collette Langston, Board Clerk, (213) 922-2837

Attachment A



ELIGIBLE SUBSIDIARY BODY ROSTER

Advisory Body	Type	Description	Meeting Frequency	Bylaws/Charters	Eligible Under SB 707
Accessibility Advisory Committee (AAC)	Metro Advisory Committee	Metro's Accessibility Advisory Committee (AAC) is comprised of Metro riders with disabilities and those who advocate for them in and around Los Angeles County. The committee provides feedback to Metro regarding accessibility issues and serves as a sounding board for new and innovative Metro programs.	Monthly	Bylaws	YES
Community Advisory Council (CAC)	Metro Advisory Committee	The Community Advisory Council's role is to gather feedback from the community and provide recommendations to Metro. Pursuant to AB 152 (signed into law on May 19, 1992), the MTA was mandated to create a "Citizens' Advisory Council" that represents a diverse range of interests and all geographical areas of the County.	Monthly	Bylaws as of December 2024	YES
Measure M Independent Taxpayers Oversight Committee	Independent Taxpayer Oversight Committee (ITOC)	Measure M Independent Taxpayers Oversight Committee is responsible for independent oversight of the expenditures of Measure M, the transportation sales tax passed by L.A. County voters in November 2016.	Quarterly	Measure M Ordinance	YES
Measure R Independent Taxpayers Oversight Committee	Independent Taxpayer Oversight Committee (ITOC)	The Measure R Oversight Committee is responsible for monitoring and ensuring that all tax measure revenue is used solely for transportation purposes in accordance with the ordinance. Additionally, the committee reviews all proposed debt financing to determine if the benefits of the proposed financing - such as accelerating project delivery, avoiding future cost escalation, and other relevant factors - exceed the associated issuance and interest costs.	Yearly	Measure R Ordinance Administrative Procedures 2023-0081 – Committee Bylaws	YES

Propositions A and C Independent Citizens' Advisory and Oversight Committee	Independent Taxpayer Oversight Committee (ICAOC)	The Independent Citizen's Advisory and Oversight Committee (ICAOC) was appointed under the Metropolitan Transportation Authority Reform and Accountability Act of 1998, approved by voters in November 1998. The purpose of the Act was to provide accountability in the expenditure of Proposition A and Proposition C sales tax revenues through annual independent audits of transportation sales tax expenditures, the creation of an Independent Citizen's Advisory and Oversight Committee, and public hearings on the independent audit reports. The Act requires an annual independent audit of the Propositions A and C Sales Taxes Revenues and Expenditures.	Yearly	Bylaws as of September 1999	YES
Public Safety Advisory Committee (PSAC)	Metro Advisory Committee	The transit Public Safety Advisory Committee (PSAC) was established to support Metro in achieving its mission to safeguard the transit community by taking a holistic, equitable, and welcoming approach to public safety, in recognizing that each individual is entitled to a safe, dignified, and human experience. PSAC comprises a diverse group of individuals who regularly ride the system and have professional or personal experience that meaningfully contribute to the committee. Members have expertise in racial justice, equitable transit, social services, homelessness, mental health, accessibility, public safety, and law enforcement. Metro is committed to ensuring that the perspectives of older adults, youth, women, and girls are represented on the committee.	Monthly	Bylaws as of March 2025	YES
Service Councils (Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay, and Westside/Central)	Service Councils	Metro Service Councils (MSC) were created in 2002 as community-based bodies that improved bus service and promoted service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region, have a basic working knowledge of public transit service within their region, and an understanding of passenger transit needs. The MSC are responsible for convening public hearings to receive community input on proposed service modifications and rendering decisions on proposed bus route changes considering staff's recommendations and public comments. Metro's service area is organized into five geographic regions; each has a nine-member Service Council appointed by the Metro Board that meets monthly. Service Councils advise on projects, programs, and bus services in their regions: Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay, and Westside/Central.	Monthly	Bylaws as of October 2024	YES

Sustainability Council	Metro Advisory Council	Metro's Sustainability Council's mission is to improve sustainability efforts by developing targets, metrics and strategies to assist the agency in achieving stated sustainability program goal including 1) Climate Change & Resiliency, 2) Energy, 3) Solid Waste & Recycling, and 4) Water	Every other month	Bylaws	YES
Technical Advisory Committee (TAC)	Metro Advisory Committee	The Technical Advisory Committee (TAC) provides technical assistance to LACMTA staff by reviewing and evaluating the various transportation proposals and alternatives within Los Angeles County. Transportation issues transmitted to the Committee will include the funding, operation, construction and maintenance of streets and freeways, bus and rail transit, demand and system management, air quality improvements, sustainability and active transportation. The Committee shall review, comment upon, and make recommendations on such matters as are referred to it by LACMTA staff. Cooperatively with the modal Subcommittees defined in Section E, LACMTA staff, will forward issues, projects or programs to the Committee for review and action.	Monthly	Bylaws as of May 2014	YES
Transportation Business Advisory Council (TBAC)	Metro Advisory Council	The Transportation Business Advisory Council (TBAC) is comprised of professional business associations representing an array of industries and trades. TBAC plays an important role in advocating for small business owners to have increased access to Metro contracting opportunities. TBAC advises on matters regarding the disadvantaged business enterprise program to enable the authority to meet or exceed women and minority business enterprise participation goals. Members of the council shall be selected by the authority and shall include representatives of professional organizations and other groups which advocate on behalf of greater participation of women and minority business enterprises in public contracts.	Monthly	Bylaws	YES

Attachment B

Senate Bill No. 707

CHAPTER 327

An act to amend Sections 54952.7, 54953, 54953.5, 54953.7, 54954.2, 54954.3, 54956, 54956.5, 54957.6, 54957.9, and 54957.95 of, to amend and repeal Section 54952.2 of, to add Sections 54953.8, 54953.8.1, 54953.8.2, and 54957.96 to, and to add and repeal Sections 54953.4, 54953.8.3, 54953.8.4, 54953.8.5, 54953.8.6, and 54953.8.7 of, the Government Code, relating to local government.

[Approved by Governor October 03, 2025. Filed with Secretary of State October 03, 2025.]

LEGISLATIVE COUNSEL'S DIGEST

SB 707, Durazo. Open meetings: meeting and teleconference requirements.

(1) Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate.

This bill would, beginning July 1, 2026, and until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified.

(2) Existing law prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. Existing law defines “meetings” for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. Until January 1, 2026, existing law excepts from the prohibition a member engaging in separate conversations or communications outside of a meeting with any other person using an internet-based social media platform for specified purposes, provided, among other things, that a majority of the members do not use the internet-based social media platform to discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body.

This bill would make the above-described exception related to communications on an internet-based social media platform applicable indefinitely.

(3) Existing law requires a legislative body, prior to taking final action, to orally report a summary of a recommendation for a final action on specified forms of compensation for a local agency executive, as defined, during the open meeting in which the final action is to be taken.

This bill would also require the legislative body to make that oral report, as provided above, prior to taking final action on those specified forms of compensation for a department head or other similar administrative officer of

the local agency.

(4) Existing law requires a legislative body of a local agency or its designee, at least 72 hours before a regular meeting, to post an agenda that meets specified requirements, including that the agenda contain a brief general description of each item of business to be transacted or discussed at the meeting, as specified.

This bill would, beginning July 1, 2026, and until July 1, 2030, require the agenda for each meeting of an eligible legislative body, as defined, to be translated into all applicable languages. The bill would define "applicable languages" to mean languages, according to data from the most recent American Community Survey, spoken jointly by 20% or more of the applicable population, as specified, provided that 20% or more of the population that speaks that language that in that city or county speaks English less than "very well," as specified, and except as provided.

Existing law requires every agenda for regular meetings to provide an opportunity for members of the public to directly address the legislative body on any item of interest of the public, as specified. Existing law specifies that the agenda is not required to provide an opportunity for members of the public to address the legislative body on any item that has already been considered by a committee, as specified, except if the item has been substantially changed since the committee heard the item, as determined by the legislative body.

This bill would add certain exceptions to the provision related to an item that has already been considered by a committee, including excepting committees whose primary subject matter jurisdiction focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals, except as specified.

(5) Existing law authorizes a legislative body of a local agency to require a copy of the act to be given to each member of the legislative body and specified persons elected to serve as a member of the legislative body, and authorizes an elected legislative body member to require a copy to be given to each member of each legislative body all or a majority of whose members are appointed by or under the authority of the elected legislative body.

This bill would instead require a local agency to provide a copy of the act to any person elected or appointed to serve as a member of a legislative body of the local agency.

Existing law authorizes legislative bodies of local agencies to impose requirements upon themselves which allow greater access to their meetings than prescribed by the minimal standards set forth in the act, and authorizes an elected legislative body of a local agency to also impose those requirements on those appointed legislative bodies of the local agency of which all or a majority of the members are appointed by or under the authority of the elected legislative body.

This bill would remove the above-described requirement that members of an appointed legislative body of a local agency must be appointed by or under the authority of the elected legislative body of a local agency in order for the elected legislative body to impose the above-described requirements on the appointed legislative body.

(6) Existing law provides any person attending an open and public meeting of a legislative body of a local agency with the right to record the proceedings with an audio or visual recorder or a still or motion picture camera, as specified.

This bill would remove the reference to an audio or visual recorder or a still or motion picture camera for purposes of recording the proceedings, as described above.

(7) Existing law authorizes a legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified general requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum

of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified.

Existing law authorizes members who are outside the jurisdiction of a health authority, as defined, that conducts a teleconferencing meeting to, notwithstanding the above-described general teleconference provisions, count towards the establishment of a quorum when participating in the teleconference if, among other things, at least 50% of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction.

Existing law authorizes, in certain circumstances, the legislative body of a local agency to use specified alternative teleconferencing which include provisions related to, among others, notice of the means by which members of the public may access the meeting and offer public comment and identifying and including an opportunity for all persons to attend via a call-in option or an internet-based service option. Those circumstances in which the legislative body of a local agency is authorized to use the alternative teleconferencing provisions include specified circumstances relating to a state of emergency, as defined, and, until January 1, 2026, subject to specified limitations, a member's need to participate remotely due to just cause, defined to include, among other things, a need related to a physical or mental disability, or emergency circumstances, as defined, if certain quorum and disclosure requirements are met.

Existing law also authorizes certain eligible legislative bodies, including neighborhood councils and student body associations and student-run community college organizations to, until January 1, 2026, use alternate teleconferencing if, among other requirements, the city council or board of trustees, as applicable, has adopted an authorizing resolution and $^{2}/_{3}$ of the neighborhood city council or specified student organization, as applicable, votes to use alternate teleconference provisions, as specified.

This bill would revise and recast the above-specified teleconferencing and alternative teleconferencing provisions to uniformly apply certain noticing, disclosure, accessibility, and public commenting provisions. The bill would require a legislative body of a local agency that elects to use teleconferencing pursuant to these alternative teleconferencing provisions to comply with, in addition to any other applicable requirements under the act, specified requirements, including that the legislative body provides at least either 2-way audiovisual platform or 2-way telephonic service and a live webcasting of the meeting as a means by which the public may, among other things, remotely hear and visually observe the meeting, and that a member of the legislative body who participates in a teleconference meeting from a remote location pursuant to these alternative teleconferencing provisions and the specific provision of law that the member relied upon to permit their participation by teleconferencing are listed in the minutes of the meeting. The bill would require a local agency to identify and make available to legislative bodies a list of one or more meeting locations that may be available for use by the legislative bodies to conduct their meetings.

The bill would specify that nothing in the bill's provisions is to be construed to prohibit a member of a legislative body with a disability, as defined, from participating in any meeting of the legislative body by remote participation as a reasonable accommodation pursuant to any applicable law. The bill would apply certain provisions relative to, among other things, quorum establishment to that circumstance.

The bill would instead authorize a health authority, as defined, to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions.

The bill would revise and recast the alternative teleconferencing provisions applicable in a state of emergency, as defined. The bill would also include a local emergency, as defined, as a circumstance in which a legislative body of a local agency is authorized to use the alternative teleconferencing provisions.

The bill would revise and recast the alternative teleconferencing provisions applicable in cases of a member's need to participate remotely due to just cause or emergency circumstances, as defined, to remove the provision applicable to emergency circumstances, to revise related definitions, including broadening the definition of just cause to include, among other things, a physical or family medical emergency that prevents a member from attending in person, and to require the minutes for a meeting to identify the specific provision of law that each

member relied upon to participate remotely, as specified. The bill would extend the authorization to use the alternative teleconferencing provision until January 1, 2030.

The bill would revise and recast the alternative teleconferencing provisions applicable to neighborhood councils and student body associations and student-run community college organizations. In regards to the alternative teleconferencing provisions applicable to student body associations and student-run community college organizations, the bill would exempt the California Online Community College from specified requirements for an in-person quorum, a physical location for public participation, and certain accommodations under the authorization, and remove the ability for a person with a disability that requires certain accommodations to count towards the in-person quorum requirement. The bill would specify that the student body associations and student-run community college organizations described above are those in any community college recognized within the California Community Colleges system, and would extend the authorization to the Student Senate for California Community Colleges. The bill would extend the authorization to use the alternative teleconferencing provisions applicable to neighborhood councils and student body associations and student-run community college organizations until January 1, 2030.

The bill would, until January 1, 2030, also authorize a specified subsidiary body of local agencies to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions, provided that it complies with the requirements for alternative teleconferencing described above and additional requirements, including that the subsidiary body designates one physical meeting location within the boundaries of the legislative body that created the subsidiary body where members of the subsidiary body who are not participating remotely shall be present and members of the public may physically attend, observe, hear, and participate in the meeting, as specified.

The bill would, until January 1, 2030, also authorize specified multijurisdictional bodies of local agencies to conduct a teleconference meeting pursuant to the above-described alternative teleconferencing provisions, provided that it complies with the requirements for alternative teleconferencing described above and additional requirements, including that the eligible multijurisdictional body has adopted a resolution that authorizes the multijurisdictional body to use teleconferencing at a regular meeting in open session.

The bill would specify that these teleconferencing provisions are cumulative, and would authorize a legislative body to elect to use any teleconferencing provisions that are applicable to a meeting, regardless of whether any other teleconferencing provisions would also be applicable to that meeting.

Existing law defines “teleconference” for purposes of the authorization for a legislative body of a local agency to use teleconferencing to mean a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

This bill would specify that “teleconference” does not include the attendance of one or more members of a legislative body in a meeting of the body solely by watching or listening via webcasting or any other similar electronic medium that does not permit members to interactively speak, discuss, or deliberate on matters.

(8) Existing law authorizes a special meeting to be called any time by, among other persons, the presiding officer of the legislative body of a local agency, by delivering specified written notices and posting a notice on the local agency’s internet website, if the local agency has one. Existing law requires specified legislative bodies to comply with the internet website posting requirement.

The bill would remove the requirement that only specified legislative bodies comply with the internet website posting requirement, thereby imposing that requirement on all legislative bodies.

(9) Existing law authorizes a legislative body of a local agency to hold an emergency meeting without complying with specified notice and posting requirements in the case of emergency circumstances, as specified, and imposes various requirements under these provisions applicable to either legislative bodies generally or legislative bodies which are a school board.

This bill would remove the school board distinction from the above-described provisions, thereby imposing the same requirements to hold an emergency meeting on all legislative bodies of local agencies.

By imposing additional duties on legislative bodies of local agencies, the bill would impose a state-mandated local program.

(10) Existing law authorizes, in addition to other related specified authorizations, the presiding member of the legislative body conducting a meeting or their designee to remove, or cause the removal of, an individual for disrupting the meeting. Existing law defines “disrupting” for these purposes to mean engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, as specified.

This bill would specify that a meeting for purposes of that provision includes any teleconferenced meeting. The bill would specify that the existing authority of a legislative body or its presiding officer to remove or limit participation by persons who engage in behavior that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, as specified, applies to members of the public participating in a meeting via a 2-way telephonic service or a 2-way audiovisual platform, as those terms are defined.

(11) The bill would make other updates to references in the act.

(12) Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.

This bill would make legislative findings to that effect.

(13) The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose.

This bill would make legislative findings to that effect.

(14) The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

(15) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Digest Key

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

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Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 54952.2 of the Government Code, as amended by Section 1 of Chapter 89 of the Statutes of 2020, is amended to read:

54952.2. (a) As used in this chapter, "meeting" means any congregation of a majority of the members of a legislative body at the same time and location, including teleconference location as permitted by Section 54953, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body.

(b) (1) A majority of the members of a legislative body shall not, outside a meeting authorized by this chapter, use a series of communications of any kind, directly or through intermediaries, to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body.

(2) Paragraph (1) shall not be construed as preventing an employee or official of a local agency, from engaging in separate conversations or communications outside of a meeting authorized by this chapter with members of a legislative body in order to answer questions or provide information regarding a matter that is within the subject matter jurisdiction of the local agency, if that person does not communicate to members of the legislative body the comments or position of any other member or members of the legislative body.

(3) (A) Paragraph (1) shall not be construed as preventing a member of the legislative body from engaging in separate conversations or communications on an internet-based social media platform to answer questions, provide information to the public, or to solicit information from the public regarding a matter that is within the subject matter jurisdiction of the legislative body provided that a majority of the members of the legislative body do not use the internet-based social media platform to discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body. A member of the legislative body shall not respond directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body.

(B) For purposes of this paragraph, all of the following definitions shall apply:

(i) "Discuss among themselves" means communications made, posted, or shared on an internet-based social media platform between members of a legislative body, including comments or use of digital icons that express reactions to communications made by other members of the legislative body.

(ii) "Internet-based social media platform" means an online service that is open and accessible to the public.

(iii) "Open and accessible to the public" means that members of the general public have the ability to access and participate, free of charge, in the social media platform without the approval by the social media platform or a person or entity other than the social media platform, including any forum and chatroom, and cannot be blocked from doing so, except when the internet-based social media platform determines that an individual violated its protocols or rules.

(c) Nothing in this section shall impose the requirements of this chapter upon any of the following:

(1) Individual contacts or conversations between a member of a legislative body and any other person that do not violate subdivision (b).

(2) The attendance of a majority of the members of a legislative body at a conference or similar gathering open to the public that involves a discussion of issues of general interest to the public or to public agencies of the type represented by the legislative body, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled program, business of a specified nature that is within the subject matter jurisdiction of the local agency. Nothing in this paragraph is intended to allow members of the public free admission to a conference or similar gathering at which the organizers have required other participants or registrants to pay fees or charges as a condition of attendance.

(3) The attendance of a majority of the members of a legislative body at an open and publicized meeting organized to address a topic of local community concern by a person or organization other than the local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled program, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(4) The attendance of a majority of the members of a legislative body at an open and noticed meeting of another body of the local agency, or at an open and noticed meeting of a legislative body of another local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled meeting, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(5) The attendance of a majority of the members of a legislative body at a purely social or ceremonial occasion, provided that a majority of the members do not discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

(6) The attendance of a majority of the members of a legislative body at an open and noticed meeting of a standing committee of that body, provided that the members of the legislative body who are not members of the standing committee attend only as observers.

SEC. 2. Section 54952.2 of the Government Code, as added by Section 2 of Chapter 89 of the Statutes of 2020, is repealed.

SEC. 3. Section 54952.7 of the Government Code is amended to read:

54952.7. A local agency shall provide a copy of this chapter to any person elected or appointed to serve as a member of a legislative body of the local agency.

SEC. 4. Section 54953 of the Government Code, as amended by Section 2 of Chapter 534 of the Statutes of 2023, is amended to read:

54953. (a) All meetings of the legislative body of a local agency shall be open and public, and all persons shall be permitted to attend any meeting of the legislative body of a local agency, except as otherwise provided in this chapter.

(b) (1) Notwithstanding any other provision of law, the legislative body of a local agency may use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law. The teleconferenced meeting or proceeding shall comply with all otherwise applicable requirements of this chapter and all otherwise applicable provisions of law relating to a specific type of meeting or proceeding.

(2) Teleconferencing, as authorized by this section, may be used for all purposes in connection with any meeting within the subject matter jurisdiction of the legislative body. If the legislative body of a local agency elects to use teleconferencing, the legislative body of a local agency shall comply with all of the following:

(A) All votes taken during a teleconferenced meeting shall be by rollcall.

(B) The teleconferenced meetings shall be conducted in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the legislative body of a local agency.

(C) The legislative body shall give notice of the meeting and post agendas as otherwise required by this chapter.

(D) The legislative body shall allow members of the public to access the meeting and the agenda shall provide an opportunity for members of the public to address the legislative body directly pursuant to Section 54954.3.

(3) If the legislative body of a local agency elects to use teleconferencing, it shall post agendas at all teleconference locations. Each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public. During the teleconference, at least a quorum of the members of the legislative body shall participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as expressly provided in this chapter.

(4) The teleconferencing requirements of this subdivision shall not apply to remote participation described in subdivision (c).

(c) (1) Nothing in this chapter shall be construed to prohibit a member of a legislative body with a disability from participating in any meeting of the legislative body by remote participation as a reasonable accommodation pursuant to any applicable law.

(2) A member of a legislative body participating in a meeting by remote participation pursuant to this subdivision shall do both of the following:

(A) The member shall participate through both audio and visual technology, except that any member with a disability, as defined in Section 12102 of Title 42 of the United States Code, may participate only through audio technology if a physical condition related to their disability results in a need to participate off camera.

(B) The member shall disclose at the meeting before any action is taken, whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member's relationship with any of those individuals.

(3) Remote participation under this subdivision shall be treated as in-person attendance at the physical meeting location for all purposes, including any requirement that a quorum of the legislative body participate from any particular location. The provisions of subdivision (b) and Sections 54953.8 to 54953.8.7, inclusive, shall not apply to remote participation under this subdivision.

(d) (1) No legislative body shall take action by secret ballot, whether preliminary or final.

(2) The legislative body of a local agency shall publicly report any action taken and the vote or abstention on that action of each member present for the action.

(3) (A) Prior to taking final action, the legislative body shall orally report a summary of a recommendation for a final action on the salaries, salary schedules, or compensation paid in the form of fringe benefits of either of the following during the open meeting in which the final action is to be taken:

(i) A local agency executive, as defined in subdivision (d) of Section 3511.1.

(ii) A department head or other similar administrative officer of the local agency.

(B) This paragraph shall not affect the public's right under the California Public Records Act (Division 10 (commencing with Section 7920.000) of Title 1) to inspect or copy records created or received in the process of developing the recommendation.

(e) For purposes of this section, both of the following definitions apply:

(1) "Disability" means a physical disability or a mental disability as those terms are defined in Section 12926 and used in Section 12926.1, or a disability as defined in Section 12102 of Title 42 of the United States Code.

(2) (A) "Teleconference" means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

(B) Notwithstanding subparagraph (A), "teleconference" does not include one or more members watching or listening to a meeting via webcasting or any other similar electronic medium that does not permit members to interactively speak, discuss, or deliberate on matters.

(3) "Remote participation" means participation in a meeting by teleconference at a location other than any physical meeting location designated in the notice of the meeting.

SEC. 5. Section 54953.4 is added to the Government Code, to read:

54953.4. (a) The Legislature finds and declares that public access, including through translation of agendas as required by this section, is necessary for an informed populace. The Legislature encourages local agencies to adopt public access requirements that exceed the requirements of this chapter by translating additional languages, employing human translators, and conducting additional outreach.

(b) (1) In addition to any other applicable requirements of this chapter, a meeting held by a eligible legislative body pursuant to this chapter shall comply with both of the following requirements:

(A) (i) (I) (ia) All open and public meetings shall include an opportunity for members of the public to attend via a two-way telephonic service or a two-way audiovisual platform, except if adequate telephonic or internet service is not operational at the meeting location. If adequate telephonic or internet service is operational at the meeting location during only a portion of the meeting, the legislative body shall include an opportunity for members of the public to attend via a two-way telephonic service or a two-way audiovisual platform during that portion of the meeting.

(ib) (Ia) On or before July 1, 2026, an eligible legislative body shall approve at a noticed public meeting in open session, not on the consent calendar, a policy regarding disruption of telephonic or internet service occurring during meetings subject to this sub-subclause. The policy shall address the procedures for recessing and reconvening a meeting in the event of disruption and the efforts that the eligible legislative body shall make to attempt to restore the service.

(Ib) If a disruption of telephonic or internet service that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audiovisual platform occurs during the meeting, the eligible legislative body shall recess the open session of the meeting for at least one hour and make a good faith attempt to restore the service. The eligible legislative body may meet in closed session during this period. The eligible legislative body shall not reconvene the open session of the meeting until at least one hour following the disruption, or until telephonic or internet service is restored, whichever is earlier.

(Ic) Upon reconvening the open session, if telephonic or internet service has not been restored, the eligible legislative body shall adopt a finding by rollcall vote that good faith efforts to restore the telephonic or internet service have been made in accordance with the policy adopted pursuant to sub-sub-subclause (Ia) and that the public interest in continuing the meeting outweighs the public interest in remote public access.

(II) Subclause (I) does not apply to a meeting that is held to do any of the following:

(ia) Attend a judicial or administrative proceeding to which the local agency is a party.

(ib) Inspect real or personal property provided that the topic of the meeting is limited to items directly related to the real or personal property.

(ic) Meet with elected or appointed officials of the United States or the State of California, solely to discuss a legislative or regulatory issue affecting the local agency and over which the federal or state officials have jurisdiction.

(id) Meet in or nearby a facility owned by the agency, provided that the topic of the meeting is limited to items directly related to the facility.

(ie) Meet in an emergency situation pursuant to Section 54956.5.

(ii) If an eligible legislative body elects to provide a two-way audiovisual platform, the eligible legislative body shall publicly post and provide a call-in option, and activate any automatic captioning function during the meeting if an automatic captioning function is included with the two-way audiovisual platform. If an eligible legislative body does not elect to provide a two-way audiovisual platform, the eligible legislative body shall provide a two-way telephonic service for the public to participate in the meeting, pursuant to subclause (I).

(B) (i) All open and public meetings for which attendance via a two-way telephonic service or a two-way audiovisual platform is provided in accordance with paragraph (1) shall provide the public with an opportunity to provide public comment in accordance with Section 54954.3 via the two-way telephonic or two-way audiovisual platform, and ensure the opportunity for the members of the public participating via a two-way telephonic or two-way audiovisual platform to provide public comment with the same time allotment as a person attending a meeting in person.

(2) (A) An eligible legislative body shall reasonably assist members of the public who wish to translate a public meeting into any language or wish to receive interpretation provided by another member of the public, so long as the interpretation is not disrupting to the meeting, as defined in Section 54957.95. The eligible legislative body shall publicize instructions on how to request assistance under this subdivision. Assistance may include any of the following, as determined by the eligible legislative body:

(i) Arranging space for one or more interpreters at the meeting location.

(ii) Allowing extra time during the meeting for interpretation to occur.

(iii) Ensuring participants may utilize their personal equipment or reasonably access facilities for participants to access commercially available interpretation services.

(B) This section does not require an eligible legislative body to provide interpretation of any public meeting, however, an eligible legislative body may elect to provide interpretation of any public meeting.

(C) The eligible legislative body is not responsible for the content or accuracy of any interpretation facilitated, assisted with, or provided under this subdivision. An action shall not be commenced or maintained against the eligible legislative body arising from the content or accuracy of any interpretation facilitated, assisted with, or provided under this subdivision.

(3) An eligible legislative body shall take the following actions to encourage residents, including those in underrepresented communities and non-English-speaking communities, to participate in public meetings:

(A) Have in place a system for electronically accepting and fulfilling requests for meeting agendas and documents pursuant to Section 54954.1 through email or through an integrated agenda management platform. Information about how to make a request using this system shall be accessible through a prominent direct link posted on the primary internet website home page of the eligible legislative body.

(B) (i) Create and maintain an accessible internet webpage dedicated to public meetings that includes, or provides a link to, all of the following information:

(I) A general explanation of the public meeting process for the eligible legislative body.

(II) An explanation of the procedures for a member of the public to provide in-person or remote oral public comment during a public meeting or to submit written public comment.

(III) A calendar of all public meeting dates with calendar listings that include the date, time, and location of each public meeting.

(IV) The agenda posted online pursuant to paragraph (2) of subdivision (a) of Section 54954.2.

(ii) The eligible legislative body shall include a link to the webpage required by subparagraph (A) on the home page of the eligible legislative body's internet website.

(C) (i) Make reasonable efforts, as determined by the legislative body, to invite groups that do not traditionally participate in public meetings to attend those meetings, which may include, but are not limited to, all the following:

(I) Media organizations that provide news coverage in the jurisdiction of the eligible legislative body, including media organizations that serve non-English-speaking communities.

(II) Good government, civil rights, civic engagement, neighborhood, and community group organizations, or similar organizations that are active in the jurisdiction of the eligible legislative body, including organizations active in non-English-speaking communities.

(ii) Legislative bodies shall have broad discretion in the choice of reasonable efforts they make under this subparagraph. No action shall be commenced or maintained against an eligible legislative body arising from failing to provide public meeting information to any specific group pursuant to this subparagraph.

(c) (1) (A) The agenda for each meeting of an eligible legislative body shall be translated into all applicable languages, and each translation shall be posted in accordance with Section 54954.2. Each translation shall include instructions in the applicable language describing how to join the meeting by the telephonic or internet-based service option, including any requirements for registration for public comment.

(B) The accessible internet webpage provided under subparagraph (B) of paragraph (3) of subdivision (b) shall be translated into all applicable languages, and each translation shall be accessible through a prominent direct link posted on the primary internet website home page of the eligible legislative body.

(2) A translation made using a digital translation service shall satisfy the requirements of paragraph (1).

(3) The eligible legislative body shall make available a physical location that is freely accessible to the public in reasonable proximity to the physical location in which the agenda and translations are posted as described in paragraph (1), and shall allow members of the public to post additional translations of the agenda in that location.

(4) The eligible legislative body is not responsible for the content or accuracy of any translation provided pursuant to this subdivision. No action shall be commenced or maintained against an eligible legislative body arising from the content, accuracy, posting, or removal of any translation provided by the eligible legislative body or posted by any person pursuant to this subdivision.

(5) For the purposes of this section, the agenda does not include the entire agenda packet.

(d) This section shall not be construed to affect or supersede any other applicable civil rights, nondiscrimination, or public access laws.

(e) For purposes of this section, all of the following definitions apply:

(1) (A) "Applicable languages" means languages, according to data from the most recent American Community Survey, spoken jointly by 20 percent or more of the applicable population, provided that 20 percent or more of the population that speaks that language in that city or county speaks English less than "very well."

(B) For the purposes of subparagraph (A), the applicable population shall be determined as follows:

(i) For an eligible legislative body that is a city council or county board of supervisors, the applicable population shall be the population of the city or county.

(ii) For an eligible legislative body of a special district, the applicable population shall be either of the following, at the discretion of the board of directors of the special district:

(I) The population of the county with the greatest population within the boundaries of the special district.

(II) The population of the service area of the special district, if the special district has the data to determine what languages spoken by the population within its service area meet the requirements of paragraph (A).

(C) If more than three languages meet the criteria set forth in subparagraph (A), "applicable languages" shall mean the three languages described in subparagraph (A) that are spoken by the largest percentage of the population.

(D) An eligible legislative body may elect to determine the applicable languages based upon a source other than the most recent American Community Survey if it makes a finding, based upon substantial evidence, that the other source provides equally or more reliable data for the territory over which the eligible legislative body exercises jurisdiction.

(2) "Eligible legislative body" means any of the following:

(A) A city council of a city with a population of 30,000 or more.

(B) A county board of supervisors of a county, or city and county, with a population of 30,000 or more.

(C) A city council of a city located in a county with a population of 600,000 or more.

(D) The board of directors of a special district that has an internet website and meets any of the following conditions:

(i) The boundaries of the special district include the entirety of a county with a population of 600,000 or more, and the special district has over 200 full-time equivalent employees.

(ii) The special district has over 1,000 full-time equivalent employees.

(iii) The special district has annual revenues, based on the most recent Financial Transaction Report data published by the California State Controller, that exceed four hundred million dollars ($400,000,000), adjusted annually for inflation commencing January 1, 2027, as measured by the percentage change in the California Consumer Price Index from January 1 of the prior year to January 1 of the current year, and the special district employs over 200 full-time equivalent employees.

(3) "Two-way audiovisual platform" means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service.

(4) "Two-way telephonic service" means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

(f) This section shall become operative on July 1, 2026.

(g) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 6. Section 54953.5 of the Government Code is amended to read:

54953.5. (a) Any person attending an open and public meeting of a legislative body of a local agency shall have the right to record the proceedings in the absence of a reasonable finding by the legislative body of the local agency that the recording cannot continue without noise, illumination, or obstruction of view that constitutes, or would constitute, a persistent disruption of the proceedings.

(b) Any recording of an open and public meeting made for whatever purpose by or at the direction of the local agency shall be subject to inspection pursuant to the California Public Records Act (Division 10 (commencing with Section 7920.000) of Title 1), but, notwithstanding Section 34090, may be erased or destroyed 30 days after the recording. Any inspection of an audio or video recording shall be provided without charge on equipment made available by the local agency.

SEC. 7. Section 54953.7 of the Government Code is amended to read:

54953.7. Notwithstanding any other provision of law, legislative bodies of local agencies may impose requirements upon themselves which allow greater access to their meetings than prescribed by the minimal standards set forth in this chapter. In addition thereto, an elected legislative body of a local agency may impose those requirements on appointed legislative bodies of the local agency.

SEC. 8. Section 54953.8 is added to the Government Code, to read:

54953.8. (a) The legislative body of a local agency may use teleconferencing as authorized by subdivision (b) of Section 54953 without complying with the requirements of paragraph (3) of subdivision (b) of Section 54953 in any of the circumstances described in Sections 54953.8.1 to 54953.8.7, inclusive.

(b) A legislative body that holds a teleconference meeting pursuant to this section shall, in addition to any other applicable requirements of this chapter, comply with all of the following:

(1) The legislative body shall provide at least one of the following as a means by which the public may remotely hear and visually observe the meeting, and remotely address the legislative body:

(A) A two-way audiovisual platform.

(B) A two-way telephonic service and a live webcasting of the meeting.

(2) In each instance in which notice of the time of the teleconference meeting held pursuant to this section is otherwise given or the agenda for the meeting is otherwise posted, the legislative body shall also give notice of the means by which members of the public may access the meeting and offer public comment. The agenda shall identify and include an opportunity for all persons to attend via a call-in option or an internet-based service option.

(3) In the event of a disruption that prevents the legislative body from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the local agency's control that prevents members of the public from offering public comments using the call-in option or internet-based service option, the legislative body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption that prevents the legislative body from broadcasting the meeting may be challenged pursuant to Section 54960.1.

(4) The legislative body shall not require public comments to be submitted in advance of the meeting and must provide an opportunity for the public to address the legislative body and offer comment in real time.

(5) Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the local legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate.

(6) (A) A legislative body that provides a timed public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to paragraph (5), to provide public comment until that timed public comment period has elapsed.

(B) A legislative body that does not provide a timed public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to paragraph (5), or otherwise be recognized for the purpose of providing public comment.

(C) A legislative body that provides a timed general public comment period that does not correspond to a specific agenda item shall not close the public comment period or the opportunity to register, pursuant to paragraph (5), until the timed general public comment period has elapsed.

(7) Any member of the legislative body who participates in a teleconference meeting from a remote location pursuant to this section and the specific provision of law that the member relied upon to permit their participation by teleconferencing shall be listed in the minutes of the meeting.

(8) The legislative body shall have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and resolving any doubt in favor of accessibility. In each instance in which notice of the time of the meeting is otherwise given or the agenda for the meeting is otherwise posted, the legislative body shall also give notice of the procedure for receiving and resolving requests for accommodation.

(9) The legislative body shall conduct meetings subject to this chapter consistent with applicable civil rights and nondiscrimination laws.

(c) A local agency shall identify and make available to legislative bodies a list of one or more meeting locations that may be available for use by the legislative bodies to conduct their meetings.

(d) (1) Nothing in this section shall prohibit a legislative body from providing the public with additional teleconference locations.

(2) Nothing in this section shall prohibit a legislative body from providing the public with additional physical locations in which the public may observe and address the legislative body by electronic means.

(e) A member of a legislative body who participates in a teleconference meeting from a remote location pursuant to this section shall publicly disclose at the meeting before any action is taken whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member’s relationship with those individuals.

(f) The teleconferencing provisions described in Section 54953 and Sections 54953.8.1 to 54953.8.7, inclusive, are cumulative. A legislative body may elect to use any teleconferencing provisions that are applicable to a meeting, regardless of whether any other teleconferencing provisions would also be applicable to that meeting.

(g) For purposes of this section, the following definitions apply:

(1) “Remote location” means a location from which a member of a legislative body participates in a meeting pursuant to paragraph (7) of subdivision (b), other than any physical meeting location designated in the notice of the meeting. Remote locations need not be accessible to the public.

(2) “Teleconference” means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both.

(3) “Two-way audiovisual platform” means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service. A two-way

audiovisual platform may be structured to disable the use of video for the public participants.

(4) "Two-way telephonic service" means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

(5) "Webcasting" means a streaming video broadcast online or on television, using streaming media technology to distribute a single content source to many simultaneous listeners and viewers.

SEC. 9. Section 54953.8.1 is added to the Government Code, to read:

54953.8.1. (a) A health authority may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section.

(b) Nothing in this section or Section 54953.8 shall be construed as discouraging health authority members from regularly meeting at a common physical site within the jurisdiction of the authority or from using teleconference locations within or near the jurisdiction of the authority.

(c) For purposes of this section, a health authority means any entity created pursuant to Sections 14018.7, 14087.31, 14087.35, 14087.36, 14087.38, and 14087.9605 of the Welfare and Institutions Code, any joint powers authority created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 for the purpose of contracting pursuant to Section 14087.3 of the Welfare and Institutions Code, and any advisory committee to a county-sponsored health plan licensed pursuant to Chapter 2.2 (commencing with Section 1340) of Division 2 of the Health and Safety Code if the advisory committee has 12 or more members.

SEC. 10. Section 54953.8.2 is added to the Government Code, to read:

54953.8.2. (a) A legislative body of a local agency may conduct a teleconference meeting pursuant to Section 54953.8 during a proclaimed state of emergency or local emergency, provided that it complies with the requirements of that section and the teleconferencing is used in either of the following circumstances:

(1) For the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

(2) After a determination described in paragraph (1) is made that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

(b) If the state of emergency or local emergency remains active, in order to continue to teleconference pursuant to this section, the legislative body shall, no later than 45 days after teleconferencing for the first time pursuant to this section, and every 45 days thereafter, make the following findings by majority vote:

(1) The legislative body has reconsidered the circumstances of the state of emergency or local emergency.

(2) The state of emergency or local emergency continues to directly impact the ability of the members to meet safely in person.

(c) This section shall not be construed to require the legislative body to provide a physical location from which the public may attend or comment.

(d) Notwithstanding paragraph (1) of subdivision (b) of Section 54953.8, a legislative body conducting a teleconference meeting pursuant to this section may elect to use a two-way telephonic service without a live webcasting of the meeting.

(e) For purposes of this section, the following definitions apply:

(1) "Local emergency" means a condition of extreme peril to persons or property proclaimed by the governing body of the local agency affected, in accordance with Section 8630 of the California Emergency Services Act

(Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), as defined in Section 8680.9, or a local health emergency declared pursuant to Section 101080 of the Health and Safety Code. Local emergency, as used in this section, refers only to local emergencies in the boundaries of the territory over which the local agency exercises jurisdiction.

(2) "State of emergency" means state of emergency proclaimed pursuant to Section 8625 of the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2).

SEC. 11. Section 54953.8.3 is added to the Government Code, to read:

54953.8.3. (a) A legislative body of a local agency may conduct a teleconference meeting pursuant to Section 54953.8 if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda, which location shall be open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, provided that the legislative body complies with the requirements of Section 54953.8 and all of the following additional requirements:

(1) A member of the legislative body notifies the legislative body at the earliest opportunity possible, including at the start of a regular meeting, of their need to participate remotely for just cause, including a general description of the circumstances relating to their need to appear remotely at the given meeting.

(2) The member shall participate through both audio and visual technology.

(3) (A) The provisions of this subdivision shall not serve as a means for any member of a legislative body to participate in meetings of the legislative body solely by teleconference from a remote location for just cause for more than the following number of meetings, as applicable:

(i) Two meetings per year, if the legislative body regularly meets once per month or less.

(ii) Five meetings per year, if the legislative body regularly meets twice per month.

(iii) Seven meetings per year, if the legislative body regularly meets three or more times per month.

(B) For the purpose of counting meetings attended by teleconference under this paragraph, a "meeting" shall be defined as any number of meetings of the legislative body of a local agency that begin on the same calendar day.

(b) The minutes for the meeting shall identify the specific provision in subdivision (c) that each member relied upon to participate remotely. This subdivision shall not be construed to require the member to disclose any medical diagnosis or disability, or any personal medical information that is otherwise exempt under existing law, including, but not limited to, the Confidentiality of Medical Information Act (Chapter 1 (commencing with Section 56) of Part 2.6 of Division 1 of the Civil Code).

(c) For purposes of this section, "just cause" means any of the following:

(1) Childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely. "Child," "parent," "grandparent," "grandchild," and "sibling" have the same meaning as those terms do in Section 12945.2.

(2) A contagious illness that prevents a member from attending in person.

(3) A need related to a physical or mental condition that is not subject to subdivision (c) of Section 54953.

(4) Travel while on official business of the legislative body or another state or local agency.

(5) An immunocompromised child, parent, grandparent, grandchild, sibling, spouse, or domestic partner of the member that requires the member to participate remotely.

(6) A physical or family medical emergency that prevents a member from attending in person.

(7) Military service obligations that result in a member being unable to attend in person because they are serving under official written orders for active duty, drill, annual training, or any other duty required as a member of the California National Guard or a United States Military Reserve organization that requires the member to be at least 50 miles outside the boundaries of the local agency.

(d) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 12. Section 54953.8.4 is added to the Government Code, to read:

54953.8.4. (a) An eligible neighborhood council may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following have occurred:

(1) (A) The city council for a city described in paragraph (2) of subdivision (b) considers whether to adopt a resolution to authorize eligible neighborhood councils to use teleconferencing as described in this section at an open and regular meeting.

(B) If the city council adopts a resolution described in subparagraph (A), an eligible neighborhood council may elect to use teleconferencing pursuant to this section if a majority of the eligible neighborhood council votes to do so. The eligible neighborhood council shall notify the city council if it elects to use teleconferencing pursuant to this section and its justification for doing so.

(C) Upon receiving notification from an eligible neighborhood council described in subparagraph (B), the city council may adopt a resolution to prohibit the eligible neighborhood council from using teleconferencing pursuant to this section.

(2) After completing the requirements of subparagraph (A) of paragraph (1), an eligible neighborhood council that holds a meeting pursuant to this subdivision shall do all of the following:

(A) At least a quorum of the members of the eligible neighborhood council shall participate from locations within the boundaries of the city in which the eligible neighborhood council is established.

(B) At least once per year, at least a quorum of the members of the eligible neighborhood council shall participate in person from a singular physical location that is open to the public and within the boundaries of the eligible neighborhood council.

(3) If the meeting is during regular business hours of the offices of the city council member that represents the area that includes the eligible neighborhood council, the eligible neighborhood council shall provide a publicly accessible physical location from which the public may attend or comment, which shall be the offices of the city council member who represents the area where the eligible neighborhood council is located, unless the eligible neighborhood council identifies an alternative location.

(4) If the meeting is outside regular business hours, the eligible neighborhood council shall make reasonable efforts to accommodate any member of the public that requests an accommodation to participate in the meeting.

(b) For purposes of this section, the following definitions apply:

(1) “Accommodation” means providing a publicly accessible physical location for the member of the public to participate from, providing access to technology necessary to participate in the meeting, or identifying locations or resources available that could provide the member of the public with an opportunity to participate in the meeting.

(2) “Eligible neighborhood council” means a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs

that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to this chapter.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 13. Section 54953.8.5 is added to the Government Code, to read:

54953.8.5. (a) An eligible community college student organization may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) An eligible community college student organization may only use teleconferencing as described in Section 54953.8 after all the following have occurred:

(A) The board of trustees for a community college district considers whether to adopt a resolution to authorize eligible community college student organizations to use teleconferencing as described in this section at an open and regular meeting.

(B) If the board of trustees for a community college district adopts a resolution described in subparagraph (A), an eligible community college student organization may elect to use teleconferencing pursuant to this section if a majority of the eligible community college student organization votes to do so. The eligible community college student organization shall notify the board of trustees if it elects to use teleconferencing pursuant to this section and its justification for doing so.

(C) Upon receiving notification from an eligible community college student organization as described in subparagraph (B), the board of trustees may adopt a resolution to prohibit the eligible community college student organization from using teleconferencing pursuant to this section.

(D) (i) Except as specified in clause (ii), at least a quorum of the members of the eligible community college student organization shall participate from a singular physical location that is accessible to the public and is within the community college district in which the eligible community college student organization is established.

(ii) The requirements described in clause (i) shall not apply to the California Online Community College.

(iii) Notwithstanding the requirements of clause (i), a person may count toward the establishment of a quorum pursuant to clause (i) regardless of whether the person is participating at the in-person location of the meeting or remotely if the person meets any of the following criteria:

(I) The person is under 18 years of age.

(II) The person is incarcerated.

(III) The person is unable to disclose the location that they are participating from because of either of the following circumstances:

(ia) The person has been issued a protective court order, including, but not limited to, a domestic violence restraining order.

(ib) The person is participating in a program that has to remain confidential, including, but not limited to, an independent living program.

(IV) The person provides childcare or caregiving to a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely. For purposes of this

subclause, “child,” “parent,” “grandparent,” “grandchild,” and “sibling” have the same meaning as those terms are defined in Section 12945.2.

(2) An eligible community college student organization that holds a meeting by teleconference as described in Section 54953.8 shall do the following, as applicable:

(A) (i) Except as specified in subparagraph (B), if the meeting is during regular business hours of the offices of the board of trustees of the community college district, the eligible community college student organization shall provide a publicly accessible physical location from which the public may attend or comment, which shall be the offices of the board of trustees of the community college district, unless the eligible community college student organization identifies an alternative location.

(ii) Except as specified in subparagraph (B), if the meeting is outside regular business hours, the eligible community college student organization shall make reasonable efforts to accommodate any member of the public that requests an accommodation to participate in the meeting. For the purposes of this subparagraph, “accommodation” means providing a publicly accessible physical location for the member of the public to participate from, providing access to technology necessary to participate in the meeting, or identifying locations or resources available that could provide the member of the public with an opportunity to participate in the meeting.

(B) The requirements described in subparagraph (A) shall not apply to the California Online Community College.

(b) For purposes of this section, “eligible community college student organization” means a student body association organized pursuant to Section 76060 of the Education Code, or any other student-run community college organization that is required to comply with the meeting requirements of this chapter, that is in any community college recognized within the California Community Colleges system and includes the Student Senate for California Community Colleges.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 14. Section 54953.8.6 is added to the Government Code, to read:

54953.8.6. (a) An eligible subsidiary body may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) The eligible subsidiary body shall designate one physical meeting location within the boundaries of the legislative body that created the eligible subsidiary body where members of the subsidiary body who are not participating remotely shall be present and members of the public may physically attend, observe, hear, and participate in the meeting. At least one staff member of the eligible subsidiary body or the legislative body that created the eligible subsidiary body shall be present at the physical meeting location during the meeting. The eligible subsidiary body shall post the agenda at the physical meeting location, but need not post the agenda at a remote location.

(2) (A) A member of the eligible subsidiary body shall visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, except if the member has a physical or mental condition not subject to subdivision (c) of Section 54953 that results in a need to participate off camera.

(B) The visual appearance of a member of the eligible subsidiary body on camera may cease only when the appearance would be technologically infeasible, including, but not limited to, when the member experiences a lack of reliable broadband or internet connectivity that would be remedied by joining without video.

(C) If a member of the eligible subsidiary body does not appear on camera due to challenges with internet connectivity, the member shall announce the reason for their nonappearance prior to turning off their

camera.

(3) An elected official serving as a member of an eligible subsidiary body in their official capacity shall not participate in a meeting of the eligible subsidiary body by teleconferencing pursuant to this section unless the use of teleconferencing complies with the requirements of paragraph (3) of subdivision (b) of Section 54953.

(4) (A) In order to use teleconferencing pursuant to this section, the legislative body that established the eligible subsidiary body by charter, ordinance, resolution, or other formal action shall make the following findings by majority vote before the eligible subsidiary body uses teleconferencing pursuant to this section for the first time, and every six months thereafter:

(i) The legislative body has considered the circumstances of the eligible subsidiary body.

(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.

(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.

(B) (i) An eligible subsidiary body authorized to use teleconferencing pursuant to this section may request to present any recommendations it develops to the legislative body that created it.

(ii) Upon receiving a request described in clause (i), the legislative body that created the subsidiary body shall hold a discussion at a regular meeting held within 60 days after the legislative body receives the request, or if the legislative body does not have another regular meeting scheduled within 60 days after the legislative body receives the request, at the next regular meeting after the request is received.

(iii) The discussion required by clause (ii) shall not be placed on a consent calendar, but may be combined with the legislative body’s subsequent consideration of the findings described in subparagraph (A) for the following 12 months.

(iv) The legislative body shall not take any action on any recommendations included in the report of a subsidiary body until the next regular meeting of the legislative body following the discussion described in clause (ii).

(C) After the legislative body makes the findings described in subparagraph (A), the eligible subsidiary body shall approve the use of teleconferencing by majority vote before using teleconference pursuant to this section.

(D) The legislative body that created the eligible subsidiary body may elect to prohibit the eligible subsidiary body from using teleconferencing pursuant to this section at any time.

(b) (1) For purposes of this section, “eligible subsidiary body” means a legislative body that meets all of the following:

(A) Is described in subdivision (b) of Section 54952.

(B) Serves exclusively in an advisory capacity.

(C) Is not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds.

(D) Does not have primary subject matter jurisdiction, as defined by the charter, an ordinance, a resolution, or any formal action of the legislative body that created the subsidiary body, that focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals.

(2) An eligible subsidiary body may include members who are elected officials, members who are not elected officials, or any combination thereof.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 15. Section 54953.8.7 is added to the Government Code, to read:

54953.8.7. (a) An eligible multijurisdictional body may conduct a teleconference meeting pursuant to Section 54953.8, provided that it complies with the requirements of that section and all of the following additional requirements:

(1) The eligible multijurisdictional body has adopted a resolution that authorizes the eligible multijurisdictional body to use teleconferencing pursuant to this section at a regular meeting in open session.

(2) At least a quorum of the members of the eligible multijurisdictional body shall participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction.

(3) A member of the eligible multijurisdictional body who receives compensation for their service on the eligible multijurisdictional body shall participate from a physical location that is open to the public. For purposes of this paragraph, “compensation” does not include reimbursement for actual and necessary expenses.

(4) A member of the eligible multijurisdictional body may participate from a remote location provided that:

(A) The eligible multijurisdictional body identifies each member of the eligible multijurisdictional body who plans to participate remotely in the agenda.

(B) The member shall participate through both audio and visual technology.

(5) A member of the eligible multijurisdictional body shall not participate in a meeting remotely pursuant to this section, unless the location from which the member participates is more than 20 miles each way from any physical location of the meeting described in paragraph (2).

(6) The provisions of this section shall not serve as a means for any member of a legislative body to participate in meetings of the legislative body solely by teleconference from a remote location for more than the following number of meetings, as applicable:

(A) Two meetings per year, if the legislative body regularly meets once per month or less.

(B) Five meetings per year, if the legislative body regularly meets twice per month.

(C) Seven meetings per year, if the legislative body regularly meets three or more times per month.

(D) For the purpose of counting meetings attended by teleconference under this paragraph, a “meeting” shall be defined as any number of meetings of the legislative body of a local agency that begin on the same calendar day.

(b) For the purposes of this section, both of the following definitions apply:

(1) “Eligible multijurisdictional body” means a multijurisdictional board, commission, or advisory body of a multijurisdictional, cross-county agency, the membership of which board, commission, or advisory body is

appointed, and the board, commission, or advisory body is otherwise subject to this chapter.

(2) "Multijurisdictional" means either of the following:

(A) A legislative body that includes representatives from more than one county, city, city and county, or special district.

(B) A legislative body of a joint powers entity formed pursuant to an agreement entered into in accordance with Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1.

(c) This section shall remain in effect only until January 1, 2030, and as of that date is repealed.

SEC. 16. Section 54954.2 of the Government Code, as amended by Section 92 of Chapter 131 of the Statutes of 2023, is amended to read:

54954.2. (a) (1) At least 72 hours before a regular meeting, the legislative body of the local agency, or its designee, shall post an agenda that meets all of the following requirements:

(A) The agenda shall contain a brief general description of each item of business to be transacted or discussed at the meeting, including items to be discussed in closed session. A brief general description of an item generally need not exceed 20 words.

(B) The agenda shall specify the time and location of the regular meeting and shall be posted in a location that is freely accessible to members of the public and on the local agency's internet website, if the local agency has one.

(C) (i) If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof.

(ii) The agenda shall include information regarding how, to whom, and when a request for disability-related modification or accommodation, including auxiliary aids or services, may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting.

(2) For a meeting occurring on and after January 1, 2019, of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an internet website, the following provisions shall apply:

(A) An online posting of an agenda shall be posted on the primary internet website home page of a city, county, city and county, special district, school district, or political subdivision established by the state that is accessible through a prominent, direct link to the current agenda. The direct link to the agenda shall not be in a contextual menu; however, a link in addition to the direct link to the agenda may be accessible through a contextual menu.

(B) An online posting of an agenda, including, but not limited to, an agenda posted in an integrated agenda management platform, shall be posted in an open format that meets all of the following requirements:

(i) Retrievable, downloadable, indexable, and electronically searchable by commonly used internet search applications.

(ii) Platform independent and machine readable.

(iii) Available to the public free of charge and without any restriction that would impede the reuse or redistribution of the agenda.

(C) A legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an internet website and an integrated agenda management platform shall not be required to comply with subparagraph (A) if all of the following are met:

(i) A direct link to the integrated agenda management platform shall be posted on the primary internet website home page of a city, county, city and county, special district, school district, or political subdivision established by the state. The direct link to the integrated agenda management platform shall not be in a contextual menu. When a person clicks on the direct link to the integrated agenda management platform, the direct link shall take the person directly to an internet website with the agendas of the legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state.

(ii) The integrated agenda management platform may contain the prior agendas of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state for all meetings occurring on or after January 1, 2019.

(iii) The current agenda of the legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state shall be the first agenda available at the top of the integrated agenda management platform.

(iv) All agendas posted in the integrated agenda management platform shall comply with the requirements in clauses (i), (ii), and (iii) of subparagraph (B).

(D) The provisions of this paragraph shall not apply to a political subdivision of a local agency that was established by the legislative body of the city, county, city and county, special district, school district, or political subdivision established by the state.

(E) For purposes of this paragraph, both of the following definitions apply:

(1) “Integrated agenda management platform” means an internet website of a city, county, city and county, special district, school district, or political subdivision established by the state dedicated to providing the entirety of the agenda information for the legislative body of the city, county, city and county, special district, school district, or political subdivision established by the state to the public.

(2) “Legislative body” means a legislative body that meets the definition of subdivision (a) of Section 54952.

(3) No action or discussion shall be undertaken on any item not appearing on the posted agenda, except that members of a legislative body or its staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights under Section 54954.3. In addition, on their own initiative or in response to questions posed by the public, a member of a legislative body or its staff may ask a question for clarification, make a brief announcement, or make a brief report on their own activities. Furthermore, a member of a legislative body, or the body itself, subject to rules or procedures of the legislative body, may provide a reference to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any matter, or take action to direct staff to place a matter of business on a future agenda.

(b) Notwithstanding subdivision (a), the legislative body may take action on items of business not appearing on the posted agenda under any of the conditions stated below. Prior to discussing any item pursuant to this subdivision, the legislative body shall publicly identify the item.

(1) Upon a determination by a majority vote of the legislative body that an emergency situation exists, as defined in Section 54956.5.

(2) Upon a determination by a two-thirds vote of the members of the legislative body present at the meeting, or, if less than two-thirds of the members are present, a unanimous vote of those members present, that there is

a need to take immediate action and that the need for action came to the attention of the local agency subsequent to the agenda being posted as specified in subdivision (a).

(3) The item was posted pursuant to subdivision (a) for a prior meeting of the legislative body occurring not more than five calendar days prior to the date action is taken on the item, and at the prior meeting the item was continued to the meeting at which action is being taken.

(c) This section is necessary to implement and reasonably within the scope of paragraph (1) of subdivision (b) of Section 3 of Article I of the California Constitution.

(d) For purposes of subdivision (a), the requirement that the agenda be posted on the local agency's internet website, if the local agency has one, shall only apply to a legislative body that meets either of the following standards:

(1) A legislative body as that term is defined by subdivision (a) of Section 54952.

(2) A legislative body as that term is defined by subdivision (b) of Section 54952, if the members of the legislative body are compensated for their appearance, and if one or more of the members of the legislative body are also members of a legislative body as that term is defined by subdivision (a) of Section 54952.

SEC. 17. Section 54954.3 of the Government Code is amended to read:

54954.3. (a) (1) Every agenda for regular meetings shall provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body, provided that no action shall be taken on any item not appearing on the agenda unless the action is otherwise authorized by subdivision (b) of Section 54954.2.

(2) (A) Notwithstanding paragraph (1), the agenda need not provide an opportunity for members of the public to address the legislative body on any item that has already been considered by a committee, composed exclusively of members of the legislative body, 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.

(B) Subparagraph (A) shall not apply if any of the following conditions are met:

(i) The item has been substantially changed since the committee heard the item, as determined by the legislative body.

(ii) When considering the item, a quorum of the committee members did not participate from a singular physical location, that was clearly identified on the agenda, open to the public, and situated within the boundaries of the territory over which the local agency exercises jurisdiction.

(iii) The committee has primary subject matter jurisdiction, as defined by the charter, an ordinance, a resolution, or any formal action of the legislative body that created the subsidiary body, that focuses on elections, budgets, police oversight, privacy, removing from, or restricting access to, materials available in public libraries, or taxes or related spending proposals. This clause shall not apply to an item if the local agency has adopted a law applicable to the meeting of the committee at which the item that was considered prohibits the committee from placing a limit on the total amount of time for public comment on the item.

(3) Every notice for a special meeting shall provide an opportunity for members of the public to directly address the legislative body concerning any item that has been described in the notice for the meeting before or during consideration of that item.

(b) (1) The legislative body of a local agency may adopt reasonable regulations to ensure that the intent of subdivision (a) is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker.

(2) Notwithstanding paragraph (1), when the legislative body of a local agency limits time for public comment, the legislative body of a local agency shall provide at least twice the allotted time to a member of the public who utilizes a translator to ensure that non-English speakers receive the same opportunity to directly address the legislative body of a local agency.

(3) Paragraph (2) shall not apply if the legislative body of a local agency utilizes simultaneous translation equipment in a manner that allows the legislative body of a local agency to hear the translated public testimony simultaneously.

(c) The legislative body of a local agency shall not prohibit public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body. Nothing in this subdivision shall confer any privilege or protection for expression beyond that otherwise provided by law.

SEC. 18. Section 54956 of the Government Code is amended to read:

54956. (a) (1) A special meeting may be called at any time by the presiding officer of the legislative body of a local agency, or by a majority of the members of the legislative body, by delivering written notice to each member of the legislative body and to each local newspaper of general circulation and radio or television station requesting notice in writing and posting a notice on the local agency's internet website, if the local agency has one. The notice shall be delivered personally or by any other means and shall be received at least 24 hours before the time of the meeting as specified in the notice. The call and notice shall specify the time and place of the special meeting and the business to be transacted or discussed. No other business shall be considered at these meetings by the legislative body. The written notice may be dispensed with as to any member who at or prior to the time the meeting convenes files with the clerk or secretary of the legislative body a written waiver of notice. The waiver may be given by telephone or electronic mail. The written notice may also be dispensed with as to any member who is actually present at the meeting at the time it convenes.

(2) The call and notice shall be posted at least 24 hours prior to the special meeting in a location that is freely accessible to members of the public.

(b) Notwithstanding any other law, a legislative body shall not call a special meeting regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits, of the legislative body or of a local agency executive, as defined in subdivision (d) of Section 3511.1. However, this subdivision does not apply to a local agency calling a special meeting to discuss the local agency's budget.

SEC. 19. Section 54956.5 of the Government Code is amended to read:

54956.5. (a) For purposes of this section, "emergency situation" means both of the following:

(1) An emergency, which shall be defined as a work stoppage, crippling activity, or other activity that severely impairs public health, safety, or both, as determined by a majority of the members of the legislative body.

(2) A dire emergency, which shall be defined as a crippling disaster, mass destruction, terrorist act, or threatened terrorist activity that poses peril so immediate and significant that requiring a legislative body to provide one-hour notice before holding an emergency meeting under this section may endanger the public health, safety, or both, as determined by a majority of the members of the legislative body.

(b) (1) Subject to paragraph (2), in the case of an emergency situation involving matters upon which prompt action is necessary due to the disruption or threatened disruption of public facilities, a legislative body may hold an emergency meeting without complying with either the 24-hour notice requirement or the 24-hour posting requirement of Section 54956 or both of the notice and posting requirements.

(2) Each local newspaper of general circulation and radio or television station that has requested notice of special meetings pursuant to Section 54956 shall be notified by the presiding officer of the legislative body, or designee thereof, one hour prior to the emergency meeting, or, in the case of a dire emergency, at or near the time that the presiding officer or designee notifies the members of the legislative body of the emergency meeting.

(A) Except as provided in subparagraph (B), the notice required by this paragraph shall be given by telephone and all telephone numbers provided in the most recent request of a newspaper or station for notification of special meetings shall be exhausted. In the event that telephone services are not functioning, the notice requirements of this paragraph shall be deemed waived, and the legislative body, or designee of the legislative body, shall notify those newspapers, radio stations, or television stations of the fact of the holding of the emergency meeting, the purpose of the meeting, and any action taken at the meeting as soon after the meeting as possible.

(B) For an emergency meeting held pursuant to this section, the presiding officer of the legislative body, or designee thereof, may send the notifications required by this paragraph by email instead of by telephone, as provided in subparagraph (A), to all local newspapers of general circulation, and radio or television stations, that have requested those notifications by email, and all email addresses provided by representatives of those newspapers or stations shall be exhausted. In the event that internet services and telephone services are not functioning, the notice requirements of this paragraph shall be deemed waived, and the legislative body, or designee of the legislative body, shall notify those newspapers, radio stations, or television stations of the fact of the holding of the emergency meeting, the purpose of the meeting, and any action taken at the meeting as soon after the meeting as possible.

(c) During a meeting held pursuant to this section, the legislative body may meet in closed session pursuant to Section 54957 if agreed to by a two-thirds vote of the members of the legislative body present, or, if less than two-thirds of the members are present, by a unanimous vote of the members present.

(d) All special meeting requirements, as prescribed in Section 54956 shall be applicable to a meeting called pursuant to this section, with the exception of the 24-hour notice requirement.

(e) The minutes of a meeting called pursuant to this section, a list of persons who the presiding officer of the legislative body, or designee of the legislative body, notified or attempted to notify, a copy of the rollcall vote, and any actions taken at the meeting shall be posted for a minimum of 10 days in a public place as soon after the meeting as possible.

SEC. 20. Section 54957.6 of the Government Code is amended to read:

54957.6. (a) Notwithstanding any other provision of law, a legislative body of a local agency may hold closed sessions with the local agency's designated representatives regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits of its represented and unrepresented employees, and, for represented employees, any other matter within the statutorily provided scope of representation, subject to all of the following conditions:

(1) Prior to the closed session, the legislative body of the local agency shall hold an open and public session in which it identifies its designated representatives.

(2) The closed session shall be for the purpose of reviewing its position and instructing the local agency's designated representatives.

(3) The closed session may take place prior to and during consultations and discussions with representatives of employee organizations and unrepresented employees.

(4) Any closed session with the local agency's designated representative regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits may include discussion of an agency's available

funds and funding priorities, but only insofar as these discussions relate to providing instructions to the local agency's designated representative.

(5) The closed session shall not include final action on the proposed compensation of one or more unrepresented employees.

(6) For the purposes enumerated in this section, a legislative body of a local agency may also meet with a state conciliator who has intervened in the proceedings.

(b) For the purposes of this section, the term "employee" shall include an officer or an independent contractor who functions as an officer or an employee, but shall not include any elected official, member of a legislative body, or other independent contractors.

SEC. 21. Section 54957.9 of the Government Code is amended to read:

54957.9. In the event that any meeting is willfully interrupted by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible and order cannot be restored by the removal of individuals who are willfully interrupting the meeting, the members of the legislative body conducting the meeting may order the meeting room cleared and continue in session. Only matters appearing on the agenda may be considered in such a session. Representatives of the press or other news media, except those participating in the disturbance, shall be allowed to attend any session held pursuant to this section. Nothing in this section shall prohibit the legislative body from establishing a procedure for readmitting an individual or individuals not responsible for willfully disturbing the orderly conduct of the meeting.

SEC. 22. Section 54957.95 of the Government Code is amended to read:

54957.95. (a) (1) In addition to authority exercised pursuant to Sections 54954.3 and 54957.9, the presiding member of the legislative body conducting a meeting or their designee may remove, or cause the removal of, an individual for disrupting the meeting, including any teleconferenced meeting.

(2) Prior to removing an individual, the presiding member or their designee shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding member or their designee may then remove the individual if they do not promptly cease their disruptive behavior. This paragraph does not apply to any behavior described in subparagraph (B) of paragraph (1) of subdivision (b).

(b) As used in this section:

(1) "Disrupting" means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, one of the following:

(A) A failure to comply with reasonable and lawful regulations adopted by a legislative body pursuant to Section 54954.3 or any other law.

(B) Engaging in behavior that constitutes use of force or a true threat of force.

(2) "True threat of force" means a threat that has sufficient indicia of intent and seriousness, that a reasonable observer would perceive it to be an actual threat to use force by the person making the threat.

SEC. 23. Section 54957.96 is added to the Government Code, to read:

54957.96. (a) The existing authority of a legislative body or its presiding officer to remove or limit participation by persons who engage in behavior that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting, including existing limitations upon that authority, shall apply to members of the public participating in a meeting via a two-way telephonic service or a two-way audiovisual platform.

(b) For purposes of this section, the following definitions apply:

(1) “Two-way audiovisual platform” means an online platform that provides participants with the ability to participate in a meeting via both an interactive video conference and a two-way telephonic service. A two-way audiovisual platform may be structured to disable the use of video for the public participants.

(2) “Two-way telephonic service” means a telephone service that does not require internet access and allows participants to dial a telephone number to listen and verbally participate.

SEC. 24. The Legislature finds and declares that Section 4 of this act, which amends Section 54953 of, Section 5 of this act, which adds Section 54953.4 to, Sections 8 to 15, inclusive, of this act, which add Sections 54953.8 to 54953.8.7, respectively, to, Section 19 of this act, which amends Section 54956.5 of, Section 22 of this act, which amends Section 54957.95 of, and Section 23 of this act, which adds Section 54957.96 to, the Government Code, impose a limitation on the public’s right of access to the meetings of public bodies or the writings of public officials and agencies within the meaning of Section 3 of Article I of the California Constitution. Pursuant to that constitutional provision, the Legislature makes the following findings to demonstrate the interest protected by this limitation and the need for protecting that interest:

(a) This act is necessary to provide opportunities for public participation in meetings of specified public agencies and to promote the recruitment and retention of members of those agencies.

(b) This act is necessary to ensure minimum standards for public participation and notice requirements allowing for greater public participation in meetings.

(c) This act is necessary to modernize the Ralph M. Brown Act to reflect recent technological changes that can promote greater public access to local officials.

(d) The exclusively virtual nature of the California Online Community College presents unique barriers to the requirements for an in-person quorum, a physical location for public participation, and certain accommodations. Participating students of the online community college come from all across the state and necessitating travel for these requirements would pose a significant and exclusionary barrier.

SEC. 25. The Legislature finds and declares that Sections 1 and 2 of this act, which amend and repeal Section 54952.2, respectively, of, Section 3 of this act, which amends Section 54952.7 of, Section 4 of this act, which amends Section 54953 of, Section 5 of this act, which adds Section 54953.4 to, Section 6 of this act, which amends Section 54953.5 of, Section 7 of this act, which amends Section 54953.7 of, Sections 8 to 15, inclusive, of this act, which add Sections 54953.8 to 54953.8.7, respectively, to, Section 16 of this act, which amends Section 54954.2 of, Section 17 of this act, which amends Section 54954.3 of, Section 18 of this act, which amends Section 54956 of, Section 19 of this act, which amends Section 54956.5 of, Section 20 of this act, which amends Section 54957.6 of, Section 21 of this act, which amends Section 54957.9 of, Section 22 of this act, which amends Section 54957.95 of, and Section 23 of this act, which adds Section 54957.96 to, the Government Code, further, within the meaning of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the purposes of that constitutional section as it relates to the right of public access to the meetings of local public bodies or the writings of local public officials and local agencies. Pursuant to paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the Legislature makes the following findings:

(a) This act is necessary to provide opportunities for public participation in meetings of specified public agencies and to promote the recruitment and retention of members of those agencies.

(b) This act is necessary to ensure minimum standards for public participation and notice requirements allowing for greater public participation in meetings.

(c) This act is necessary to modernize the Ralph M. Brown Act to reflect recent technological changes that can promote greater public access to local officials.

Attachment B

(d) The exclusively virtual nature of the California Online Community College presents unique barriers to the requirements for an in-person quorum, a physical location for public participation, and certain accommodations. Participating students of the online community college come from all across the state and necessitating travel for these requirements would pose a significant and exclusionary barrier.

SEC. 26. The Legislature finds and declares that adequate public access to meetings is a matter of statewide concern and is not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this bill would apply to all cities, including charter cities.

SEC. 27. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district under this act would result from a legislative mandate that is within the scope of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution.

Senate Bill 707 (Durazo)



Executive Management Committee
January 15, 2026

Metro

RECOMMENDATION

CONSIDER:

A. ADOPTING, pursuant to Senate Bill 707 (SB 707), the following findings on behalf of eligible subsidiary bodies as defined by SB 707:

(i) The Board of Directors has considered the circumstances of the eligible subsidiary body.

(ii) Teleconference meetings of the eligible subsidiary body would enhance public access to meetings of the eligible subsidiary body, and the public has been made aware of the type of remote participation, including audio-visual or telephonic, that will be made available at a regularly scheduled meeting and has been provided the opportunity to comment at an in-person meeting of the legislative body authorizing the subsidiary body to meet entirely remotely.

(iii) Teleconference meetings of the eligible subsidiary body would promote the attraction, retention, and diversity of eligible subsidiary body members.



Metro

RECOMMENDATION, continued

B. AUTHORIZING eligible subsidiary bodies (Attachment A) to meet via teleconference, by either audio-visual or telephonic means, if they choose, subject to the requirements of SB 707; and

C. RECEIVING AND FILING the update on relaxed teleconferencing rules as stated in SB 707 (Attachment B).

Notable Details

DETAIL	AB 2449	SB 707
Effective Date	Jan 1, 2023 – Jan 1, 2026	January 1, 2026 – January 1, 2030
Quorum must be in the room	YES	**YES** – for Board, Committees & subsidiary bodies when using "just cause" **NO** – for eligible subsidiary bodies authorized by these findings
Limit to how many times "just cause" can be used per CY	YES	**YES**
Public must have access via **either** two-way audio-visual platform (like Teams/Zoom) **or** two-way telephonic	NO MENTION	**YES** – for full Board only
Public must have access via **either** two-way audio-visual platform (like Teams/Zoom) **or** two-way telephonic **PLUS** live webcasting	NO MENTION	**YES** – for all Brown Act bodies, including eligible subsidiary bodies, when using relaxed teleconferencing under "just cause" or proclaimed state of emergency **YES** – eligible subsidiary bodies when using relaxed teleconferencing authorized by these findings
Process if there is a disruption of internet/two-way audio-visual/telephonic access for the public	NO MENTION	When a legislative body uses relaxed teleconferencing, the body cannot act on anything on the agenda until service is restored **Effective July 1, 2026**, if there is a disruption to telephonic or internet service that prevents the public from attending or observing a Board meeting, the Board shall make a good faith effort to restore service for at least an hour* during which time they may can go into Closed Session *(*If service is not restored upon reconvening after at least an hour, in order to resume, Board needs to adopt a finding by roll call vote that good faith efforts were made to restore service and public interest in resuming meeting outweighs interest in remote access)*
Adoption of IT Service Disruption Policy	NO MENTION	YES - for full Board (by July 1, 2026)
Expanded accessibility & translation req. of notices	NO MENTION	YES – for Committees and Board (by July 1, 2026)

What are “Just Cause” reasons?

- Childcare or caregiving needs of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;
- Contagious illness preventing the member from attending;
- Physical or mental conditions not subject to reasonable accommodation;
- Official travel on behalf of the legislative body or another state/local agency;
- Needs related to an immunocompromised child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;
- Physical or family medical emergency; or
- Military service obligations

Metro



Questions?

Metro

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

File #: 2025-1033, **File Type:** Contract **Agenda Number:** 30.

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 15, 2026

SUBJECT: PUBLIC FACING MOBILE APP

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS129614000 to Moovit, Inc. for the public facing mobile app in the amount of $4,350,000 for the four-year base period, and $400,000 for the one-year option term, for a total amount of $4,750,000, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Staff are seeking the Board's approval to award a contract to provide a pre-existing mobile application that can be rebranded and offered under the Metro name.

The app will enable the integration and phased consolidation of Metro's existing mobile applications. This award is in support of Metro's Customer Experience vision, which includes providing a mobile app that creates a consistent, accurate, and intuitive digital experience for customers to plan and pay for their trips and communicate with Metro along their journey.

BACKGROUND

Faced with multiple unconnected Metro mobile applications (also referred to as apps), on November 17, 2022 the Board approved Motion 46 by Directors Krekorian, Garcetti, Barger, Najarian, Sandoval, and Mitchell that directed staff to report back on the potential consolidation of all of Metro's phone applications (including Bike Share, Metro Micro, TAP app, rail information, parking availability at Metro lots, Metro Transit, Transit Watch, etc.).

On March 16, 2023, staff reported that a cross-functional team from Customer Experience, Information and Technology Services, Strategic Innovation, Operations, and TAP convened and conducted initial research. This research demonstrated the challenges in consolidating Metro's mobile apps and recommended further customer research to refine the proposed solution. The team found the following:

1. Metro's current landscape of mobile applications and mobile-accessible channels is complex.

There are currently six customer-facing mobile apps as well as eight customer channels (e.g., trips.metro.net, book.metro.micro.net, metro.net, taptogo.net, customer contact form) accessible on mobile phones via the web.

2. Metro's mobile applications are operated by seven departments across the agency. Some applications are maintained by vendors, and others function as revenue share programs, which complicates a holistic financial analysis.
3. The viability of consolidation involves many considerations. There are technical data-related questions to address, such as standardizing data and ensuring API access. Additionally, procurement and funding aspects will be important to understand, such as contract restrictions and timing, proprietary technologies involved in any Metro applications, and financial agreements with third-party application partners.
4. Any solution proposed by Metro for consolidation will rely heavily on understanding users and incorporating flexibility. Challenges faced by many transit agencies in creating and managing mobile apps include the fast-paced nature of technology, which can shorten an app's lifespan unless it is continuously updated, and difficulties integrating data and functionality between the public and private sectors.

On June 10, 2024, staff returned to the Board with a recommended path to consolidation guided by a vision to create a consistent, accurate, and intuitive digital experience where customers can pay, plan, and communicate across Metro's services. Based on staff's current state assessment, industry trends, and existing customer research, staff identified three core mobile app functions (trip planning, fare payment, and communication) necessary for customers to navigate the Metro bus/rail system using their mobile device to serve as the Core Mobile App Rider Experience. Prioritizing improving the Core Mobile App Rider Experience on Metro bus/rail will have the largest and most immediate impact on the mobile customer experience. It will also establish a base that will make it easier to integrate other Metro features and services (e.g., parking, bikeshare, Micro).

As reported, staff recommended a phased approach centered on procuring a market-ready mobile app from a vendor that delivers trip planning, payment, and communication as core functions. The phased approach would focus on gradual integration of key features first and then move into long-term consolidation as technically and contractually feasible with Metro's existing mobile apps. A phased approach to implementing a consolidated mobile app allows the agency to transition strategically while minimizing disruption to customers and ongoing operations. By first establishing a new core application as the foundation, the agency can ensure that essential features are stable, accessible, and aligned with customer needs before expanding functionality. This method provides the necessary flexibility to manage risks, address technical challenges early, and maintain continuity across existing services. It also allows teams to validate performance and user experience at each step, ensuring the consolidated app evolves with intention rather than forcing premature or disruptive changes.

DISCUSSION

Metro currently operates multiple disconnected mobile apps, creating a fragmented and confusing experience for customers trying to access basic information and services. With 71% of Metro customers owning a Smartphone*, improving Metro's mobile app experience is critical because it directly affects how easily customers can plan trips, pay fares, and communicate with the agency - all

essential moments in the customer journey. The effort to unify Metro's customer-facing mobile applications is particularly significant as Los Angeles prepares for high-profile mega-events like FIFA World Cup this year, the 2027 Super Bowl, and the 2028 Olympic and Paralympic Games. While the existing Metro apps each serve a unique purpose, they create a disjointed experience for Metro riders, require multiple logins, accounts and payment methods, and limit multi-modal connectivity.

The Request for Proposal (RFP) sought an experienced transit mobile app vendor with a proven, market-ready solution that specializes in trip planning, payments, communication and multimodal features, that can be configured to meet Metro's specific needs. By selecting a white-label, market-ready app solution, Metro can accelerate the delivery of a streamlined, user-friendly app while partnering with a vendor capable of ongoing innovation. The new app will serve as Metro's core mobile platform and provide a scalable foundation for integrating additional services such as Metro Micro, Bike Share, Transit Watch and Parking.

Metro staff incorporated Motion 46's intent into the RFP by emphasizing the need for an improved, user-friendly consolidated application that enhances direct communication between Metro and its customers, supports multimodal services, and prepares Metro for major events. To meet these goals, Metro staff included key features such as a user-friendly interface, opportunities for revenue generation by marketing Metro services, two-way communication that allows customers to rate and comment on their ride experience, customer suggestions for service improvements, targeted communications about fare programs, events, and service changes, as well as integrated trip planning. In alignment with these requirements, the competitively selected vendor already provides many of these features as part of its core platform.

Furthermore, this procurement sought a vendor that is committed to continuous improvement, informed by user experience research and customer feedback. Through this effort and selection, Metro will deliver a more consistent, reliable, and intuitive mobile experience for its customers.

The planned phased delivery of Metro's mobile app is outlined below:

- Launch version one of the Metro branded mobile app focused on trip planning and communication by May 2026, in time for the FIFA World Cup.

  This includes the following:

  - Accessibility - functions ensuring the app is usable by people with disabilities, including multi-lingual, screen reader compatibility, visual contract, caption and haptics, and universal design standards.
  - Booking & Payment - provide customer information and education on fare payment methods including digital wallets, open payment, and TAP.
  - Communication - functions related to notifications, alerts, customer messaging, service updates, and two-way communication; this includes both customizable messages as well as messages pushed through Metro's public transit data feeds.
  - Trip Taking - functions for trip planning, real-time information, multimodal options, and in-app navigation, including regional providing information for regional transportation agencies as available.

- After the initial launch, Moovit, Inc., Metro's current app vendors, Metro staff, and the mobile app project manager will work together to gradually integrate functionality from existing Metro apps based on feasibility, customer priorities, and Moovit, Inc.'s work plan. Decisions regarding full consolidation or discontinuation of legacy apps will be made collaboratively throughout this process.

  These features may include:

  - Booking & Payment - Full integration with the TAP fare collection and account based systems, implemented according to vendor readiness and technical requirements.
  - Account Integration - When Metro chooses to implement a unified Customer Relationship Management (CRM) system, the Contractor will be required to develop and implement a seamless process for transitioning existing Metro customer accounts to a new, unified Metro or TAP account database. This transition aims to facilitate a more integrated, user-friendly customer experience across all Metro services and apps (BikeShare, Micro, Parking, Transit Watch etc.)
  - Trip Taking: Ability to create, develop, or integrate with Metro's existing incentives/rewards programs and/or integrate gamification to encourage ridership.
  - Communication: Ability to in-app live chat with Metro Customer Care.

*Fall 2024 On-Board Customer Satisfaction Survey

DETERMINATION OF SAFETY IMPACT

Contract award will link to and ultimately integrate with Metro's Transit Watch App, Metro's safety reporting mobile app. Additional in-app safety features include the ability to provide safety and major service disruption banners and notifications, an emergency 911 button, and ability to share real-time location along a route with family and friends.

FINANCIAL IMPACT

The FY26 Budget includes $1,800,000 in Cost Center 2012, Customer Experience Strategy, under Project 306005, Public Affairs.

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

Impact to Budget

The sources of funding are operating eligible local resources, which could be used for eligible bus and rail operating and capital expenses.

EQUITY PLATFORM

The Metro public facing mobile app procurement directly supports the "Focus & Deliver" pillar of the

Equity Platform by improving access to essential transit information and services for all riders. This effort benefits every Metro customer who uses a mobile device, with a specific emphasis on making the experience simpler, more inclusive, and easier to navigate for riders who face language, accessibility, or technology barriers. Nearly 50% of our ridership earns below $15,000. The Fall 2024 On-Board Customer Satisfaction Survey found the following breakdown of customers who have Smartphones based on level of income, demonstrating a majority of customers will benefit from this procurement:

- 56.8% of customers earning under $5,000 own a Smartphone
- 57.4% of customers earning $5,000 - $9,999 own a Smartphone
- 71.4% of customers earning $10,000 - $14,999 own a Smartphone

The app's requirements prioritize accessibility by offering all Metro-supported languages, applying universal and inclusive design standards, and allowing users to set personalized accessibility preferences for trip planning, such as step-free routes and reduced walking distances. By providing a high-quality, transit-centered digital experience at no cost and without advertising, the app removes common barriers found in third-party platforms and ensures equitable access to reliable, multimodal trip planning and service information for all Metro customers.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through customer experience activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

As Metro continues to cultivate a customer-centric digital experience, the public facing mobile app procurement supports the following strategic plan goals:

- Goal #1: Invest in a world-class transportation system that is reliable, convenient, and attractive to more users to more trips.
- Goal #2: Deliver outstanding trip experience for all users of the transportation system.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendation. The other alternatives considered are:

1) Maintain status quo and continue with separate apps. This option does not support the initial Board Motion and is not recommended because it would continue Metro's fragmented and confusing customer experience, requiring riders to switch between apps for basic functions like trip planning, fares, and service information. It does not support Metro's goal of providing a unified, customer-centered digital experience.
2) Issue change orders to one of Metro's existing mobile app vendors. This option does not support the initial Board Motion and is not recommended because Metro's current vendors provide specialized, limited-scope services. Expanding their scope through change orders increases risk, cost, and vendor lock-in without guaranteeing the capabilities needed. The competitive procurement process allowed staff to see the breadth and depth of current transit tools, capabilities, and vendors in the marketplace.
3) Develop a custom mobile app in-house or with contractors. This option is not recommended at this time because it would require significant staffing resources, technical expertise, and a longer development timeline, delaying benefits to customers. It would also introduce higher risk and ongoing maintenance and support burdens compared to a proven white-label solution.

NEXT STEPS

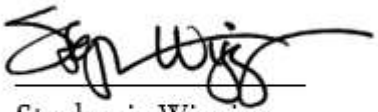
Upon Board approval, staff will execute Contract No. PS129614000 with Moovit, Inc. for the public facing mobile app and the intent is to launch the first iteration of the app in time for the 2026 FIFA World Cup.

ATTACHMENTS

Attachment A - Board Motion
Attachment B - Procurement Summary
Attachment C - DEOD Summary

Prepared by: Lauren Deaderick, Senior Director, Customer Experience (213) 922-4667
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Stephanie Wiggins
Chief Executive Officer

Metro

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

Board Report

File #: 2022-0789, **File Type:** Motion / Motion Response **Agenda Number:** 46.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 17, 2022

Motion by:

DIRECTORS KREKORIAN, GARCETTI, BARGER, NAJARIAN, SANDOVAL, AND MITCHELL

Consolidated Metro Transportation App

As the Los Angeles Metropolitan Transportation Authority ("Metro") has expanded its range of services, including on-demand mobility, micromobility and bike share, it has also developed multiple smartphone applications for customers to use these modes of transportation and to receive news from or communicate with Metro. Among the existing smartphone applications are Metro Bike, Metro Micro, Tap, and more.

In order to ensure the best possible customer experience, increase efficiency, encourage existing customers to utilize more kinds of services, and promote seamless communication between Metro and its customers across all service modes, Metro should consolidate all existing and anticipated applications under one improved, user-friendly Metro smartphone application.

In addition, a consolidated application would better address Metro's growing need to communicate more directly with customers and educate the public on all of the services that Metro provides to our region. This is particularly important to tourists and visitors to the region, especially as Los Angeles looks forward to welcoming major international events such as the World Cup and the 2028 Olympics and Paralympics.

SUBJECT: CONSOLIDATED METRO TRANSPORTATION APP MOTION

RECOMMENDATION

APPROVE Motion by Directors Krekorian, Garcetti, Barger, Najarian, Sandoval, and Mitchell that direct the Chief Executive Officer or her designee to report back in 90 days on the potential consolidation of all of Metro's phone applications (including Bike Share, Metro Micro, Tap app, rail information, parking availability at Metro lots, MetroTransit, Transit Watch, etc.) into one single Metro App, including (i) what steps would be required to consolidate all current applications to one single application; (ii) an estimate of costs and savings that would result from such consolidation and any indirect financial impacts and benefits; and (iii) a proposed timeline for completion of such consolidation.

WE FURTHER MOVE to direct the CEO or her designee, in considering the potential new consolidated application, to assume it should include at least the following attributes:

1. A user-friendly interface for easy use;

2. The opportunity for revenue generation by marketing Metro's services through the consolidated application;

3. Two way communication capabilities that could allow:
   a. Customer ratings of and comments about their ride experience;
   b. Customer suggestions for improved services;
   c. Targeted Metro communications to customers about special fare programs, events, service issues, etc.;

4. Integrating trip planning and payment processing, similar to a smart wallet;

5. Potential regional integration to include other transit agencies.

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PROCUREMENT SUMMARY

PUBLIC FACING MOBILE APP / PS129614000

1.	**Contract Number**: PS129614000	
2.	**Recommended Vendor**: Moovit, Inc.	
3.	**Type of Procurement (check one) :** ☐ **IFB** ☐ **RFIQ** ☒ **RFP** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates** :	
	A. Issued : March 24, 2025	
	B. Advertised/Publicized: March 24, 2025	
	C. Pre-Proposal Conference: April 1, 2025	
	D. Proposals Due: June 4, 2025	
	E. Pre-Qualification Completed: December 5, 2025	
	F. Ethics Declaration Forms submitted to Ethics: June 5, 2025	
	G. Protest Period End Date: January 20, 2026	
5.	**Solicitations Picked up/Downloaded**: 147	**Proposals Received**: 10
6.	**Contract Administrator**: Britney Shedrick	**Telephone Number**: (213) 418-3313
7.	**Project Manager**: Lauren Deaderick	**Telephone Number**: (213) 922-4667

A. Procurement Background

This Board Action is to approve Contract No. PS129614000 issued for the public facing mobile app, a white-label mobility application (i.e. a market-ready, flexible, multilingual, and accessible core application rebranded and customized for Metro) that has the following features: Trip Taking, Payment and Booking, and Communications). Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On March 24, 2025, Request for Proposal (RFP) No. PS129614 was issued as a competitive procurement in accordance with Metro's Acquisition Policy, and the contract type is firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Disadvantaged Business Enterprise (DBE) participation goal for this procurement.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on April 21, 2025, clarified the RFP requirements through revisions to the Scope of Services, Requirements Matrix, Schedule of Quantities and Prices, Submittal Requirements, Evaluation Criteria, and extended the validity period of proposal.
- Amendment No. 2, issued on May 12, 2025, extended the proposal due date from May 27, 2025, to June 4, 2025.

A total of 147 downloads of the RFP were recorded on the planholders' list. A virtual pre-proposal conference was held on April 1, 2025, and was attended by 55 participants representing 13 firms. There were 168 questions received for this RFP and responses were provided prior to the proposal due date.

A total of ten proposals were received on June 4, 2025, and are listed below in alphabetical order:

1. Axon Vibe Inc.
2. Cubic Transportation Systems, Inc.
3. Deloitte Consulting LLP
4. DXC Technology Services, LLC
5. Kuba Inc.
6. Moovit, Inc.
7. Siemens Mobility, Inc.
8. Spare Labs Inc.
9. TransSIGHT LLC
10. ZED Digital

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of Metro staff from TDM Policy & Regional Shared Mobility, Customer Experience, ITS, and TAP was convened and conducted a comprehensive technical evaluation of the proposals received.

From June 25, 2025 through November 18, 2025, the PET independently evaluated the proposals based on the following evaluation criteria:

Phase I: Minimum Qualifications Requirements (Pass/Fail): Proposers must meet the following minimum qualifications requirements at the time of proposal submittal:

1. Company Experience: The Prime Contractor must have at least eight years of experience in developing and deploying a trip planner as a mobile application.

2. Publicly Available Application: The Prime Contractor must provide documentation/concrete evidence demonstrating that the proposed existing, publicly available mobile application meets the following minimum requirements:

    a) Provide both Google Play and iOS App store links to the proposed application;
    b) Must have combined user reviews of at least 500 across app stores (iOS and Android);
    c) Must have at least one in-app payment acceptance solution; and

d) Must have an active combined user base of no less than 100,000 monthly active users blended among web and app-based. “Active user” is defined as having signed in to the application once a month.

3. Technical and Security Compliance:
   a) The proposed mobile application must comply with Web Content Accessibility Guidelines (WCAG) 2.1 AA standards.
   b) The Prime Proposer must actively participate in the continued development and governance of transit data standards. At a minimum, it must meet the following:
      - GTFS (General Transit Feed Specification): static schedule data and real-time data (including Vehicle Positions, Trip Updates, Alerts, TripModifications).
      - GTFS-Pathways: Extends GTFS to include step-free accessible navigation at stations.
      - GTFS-Flex: Supports demand-responsive transit (DRT) and flexible routing services.
      - GTFS-Fares: Supports fare modeling.

4. Performance Record
   a) The Prime Proposer must have a minimum of two (2) but no more than three (3) reference projects (i.e. current and past clients) similar in scope of complexity as provided in the scope of services.
   b) One (1) of the references must be a transit agency. The proposed project manager must have worked on at least one (1) of the referenced projects.

5. Requirements Matrix
   For each individual requirement listed in the Requirements Matrix, the Proposer shall indicate the following:

F – Fully Compliant:	The proposed solution fully meets the requirement.
I – Complies with Intent:	The proposed solution meets the functional or performance intent of the requirement, but through a different approach or method than outlined in the requirement.
N – Not Compliant:	The solution does not provide the function or meet the performance outlined by the requirement and will not be modified to do so.

   To pass this minimum qualification requirement, the Proposer must have earned a “Total Score” greater than 85 points and the “Total Count of F (fully compliant) Responses” must be greater than 40 (equal to a score of 80 pts) on the Requirements Matrix.

Of the ten proposals received, DXC Technology Services, LLC and ZED Digital were deemed non-responsive for failure to meet all the Phase I Minimum Qualifications Requirements. Hence, both firms were excluded from further evaluation.

On September 23, 2025, the PET continued to evaluate the remaining eight proposals based on the following weighted evaluation criteria which included a “live demonstration” of the salient technical capabilities of the proposed white label application:

Phase II: Weighted Evaluation

- Team Experience and Structure 15%
- Proposed Work Approach and Schedule 25%
- Prime Contractor’s Five-Year Product Roadmap 10%
- Technical Capabilities of App Solution 35%
- Price 15%

Several factors were considered when developing these weights, giving the greatest importance to the technical capabilities of app solution.

Virtual demonstrations of the proposed white label application were held on July 15-16, 2025, and October 2, 2025. Each proposer was given the opportunity to showcase key functionalities of the proposed application, address technical and operational questions, and demonstrate alignment with the agency’s objectives.

On October 16, 2025, the PET reconvened and five firms were determined to be in the competitive range and are listed below in alphabetical order:

1. Axon Vibe Inc.
2. Moovit, Inc.
3. Siemens Mobility, Inc.
4. Spare Labs Inc.
5. TransSIGHT LLC

The proposals submitted by Cubic Transportation Systems, Inc., Deloitte Consulting LLP and Kuba Inc. were determined to be outside of the competitive range and were excluded from further consideration.

All firms within the competitive range were invited to an interview on November 13, 2025. Each firm had an opportunity to present each team’s qualifications, discuss their technical approach, and respond to the PET’s questions.

On November 18, 2025, the PET completed its evaluation and determined Moovit, Inc. to be the highest ranked firm.

Qualifications Summary of Firms within the Competitive Range:

Moovit, Inc.

Moovit, Inc. (Moovit), headquartered in Tel Aviv, Israel, with a regional functional office in San Mateo, CA, has been in business for 13 years. It is a transit solutions provider built on a globally scaled urban mobility platform that manages extensive volume of transit data feeds and supports integrations with a wide range of Mobility Service Providers. Moovit has deployed several mobility application projects with various transit agencies including: Jacksonville Transportation Authority (JTA), South Florida Regional Transit Agency (SFRTA), New Orleans Transportation Agency (NORTA), Capital District Transportation Authority (CDTA), and Translink. Moovit's iOS, Android, and Web apps provide passengers with real time information for route planning and navigation across all modes of public transportation and shared transportation. Moovit's global application also integrates fare payment and ticketing.

Moovit possesses strong functional, technical, and project management competence. With its proposed urban mobility platform, Moovit has the necessary scale and capabilities to deploy solutions that connect Metro riders to Metro's services as well as other transportation services across the region. Moovit has successfully implemented mobility platforms for numerous large complex transit agencies globally, confirming that it possesses the required experience, qualified staff, and a defined plan for Metro's mobility application deployment. In 2022, Moovit worked with JTA to develop and deploy the MyJTA mobility app that included all modes of transportation for which JTA has oversight authority, fare payment, on-demand service and ELERTS. The MyJTA mobility app offers users a connected urban mobility experience that includes: multimodal journey planning, real-time predictions and service alerts, and a crowdsourced incident reporting system. The MyJTA app provides seamless customer experience, with a 4.6 rating in the Apple Store and a 4.1 rating in Google Play. Moovit worked with the CDTA to create a new multimodal mobile app with payments and on-demand services, including an in-place upgrade of their existing app that includes multimodal journey planning for all modes, real time predictions and service alerts, fare payment and end-to-end on demand service integration. Furthermore, Moovit's proposal identified staff with the expertise, capacity and availability to meet the project timeline reliably and complete any as-needed functions.

Siemens Mobility, Inc.

Siemens Mobility, Inc. (Siemens Mobility), headquartered in New York, New York, has been in business since 1989. It is an established supplier of rail vehicles and infrastructure. It provides comprehensive passenger experience tools, and digital solutions to deliver up-to-date travel information and payment options via the web and mobile devices. Siemens Mobility's solutions are currently deployed to major transit operators, including transit agencies in the United States such as BART (bart.gov – web

app), SFMTA (MuniMobile) and San Diego MTS (Pronto). Siemens Mobility's partnerships with Pronto and MuniMobile included integrated payment and bart.gov included real-time data. Siemens Mobility ticketing and sales platform modules are incorporated to provide integration of ticketing solutions and interface with Payment Service Providers (PSP).

During the live virtual demonstration, Simens Mobility did not demonstrate live App Discovery and User Onboarding to display the walkthrough of first-time user experience, guest flow, and overall app discovery process. Their proposed mobile application requires a higher level of effort and time for the implementation period to develop, customize and set up of Siemens Mobility proposed white label application and associated backend services.

Spare Labs Inc.

Spare Labs Inc. (Spare), headquartered in Vancouver, Canada, with a regional functional office in New York, NY, has been in business since 2015, providing public transit agencies with tools to drive operational efficiencies and provide enhanced rider experience. Spares' project team has experience with software development, user experience design, and system integration. Spare is a 100% cloud-based Software-as-a-Service (SaaS) solution hosted on Google Cloud Platform (GCP). Spare has delivered transit technology for major agencies including Metro Transit (MN), DART(TX), and CapMetro (TX). Spare replaced Via in Minneapolis, St. Paul to provide Metropolitan Council's microtransit services. This transition provided drivers and dispatchers with tools and launched a multimodal rider app for trip planning across various service types. Spare is working with East Bay Paratransit (BART/AC Transit) to provide an ADA-compliant solution. Spare is the current platform provider for Metro Micro, Metro's flagship microtransit service and performance has been satisfactory.

Spare's proposal presented limited depth of experience of the team in deploying mobile apps quickly. Spare does not support several Trip Taking requirements and would subcontract that work out which may impact the ability to deliver by the timeframe needed.

Axon Vibe Inc.

Axon Vibe Inc. (Axon Vibe) headquartered in Lucerne, Switzerland, with a regional functional office in New York City, NY, has been in business since 2014. Axon Vibe Inc. is a U.S. based provider of Sustainable Mobility & Rewards Platforms, partnering with leading Public Transport Operators (PTO). It specializes in driving behavioral shifts by encouraging peak-to-off-peak travel, transitioning private car users to public transport, and increasing public transit adoption.

Axon Vibe has delivered mobile app solutions to PTOs, including MTA (New York), Deutsche Bahn (Germany), RATP (Paris), GVB (Amsterdam), and SBB (Switzerland).

Axon Vibe partners with PTOs providing mobility applications that include features like door-to-door journey planning, seamless ticketing, and integration with shared mobility services (e.g., taxis, ride-hailing, and bike-sharing) that support multiple languages. The proposed team has strong backgrounds in deploying Axon Vibes' smart mobility solutions and mobile app across Europe and in NYC. However, there was a lack of dedicated technical staff.

During the live virtual demonstration, Axon Vibe did not demonstrate its capabilities to showcase backend administrative tools and presented limited marketing capabilities with basic global messaging functionality and favorite-based targeting. This represents a fundamental operational limitation requiring significant external system integration to meet Metro's administrative requirements. The demonstration lacked dynamic rerouting capabilities and sophisticated disruption management features essential for major transit operations, representing a significant gap in operational challenge responses.

TransSIGHT, LLC

TransSIGHT LLC, located in Pleasanton, CA, has been in business since 2015, providing transportation solutions that specialize in the transit customer experience and enabling data-driven decision-making for transit agencies. TransSIGHT deployed transit mobile solutions for various transit authorities, including the Contra Costa County Transit Authority, San Francisco Bay Area Rapid Transit (BART), and the San Francisco Metropolitan Transportation Commission (MTC). The work with these transit authorities included the development and deployment of digital solutions such as multimodal trip planning, mobile ticketing, accessibility, compliance, and real-time rider communication.

Since 2017, TransSIGHT has worked as an innovative partner for the BART mobile app, providing a mobility platform with real-time trip planning, payments, communication, and multimodal integration. From 2015 to 2024, TransSIGHT partnered with the MTC to support the operations and maintenance of the 511 system integrator based in San Francisco. TranSIGHT provided features such as API infrastructure updates, system integration, enhancements and social media integration.

TransSIGHT proposed two platforms to work together simultaneously; as the Transit app would be utilized to make service alert tool-sand push banners as well as update the GTFS-RT feed, whereas the TransSIGHT back-end would primarily update the Move app. This approach presented complications, having two separate platforms owned by different vendors, which adds additional complexity and risk for Metro.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Moovit, Inc.**				
3	Team Experience and Structure	82.67	15.00%	12.40	
4	Proposed Work Approach and Schedule	75.52	25.00%	18.88	
5	Prime Contractor's Five-Year Product Roadmap	74.00	10.00%	7.40	
6	Technical Capabilities of App Solution	80.94	35.00%	28.33	
7	Price	100.00	15.00%	15.00	
8	**Total**		**100.00%**	**82.01**	**1**
9	**Siemens Mobility, Inc.**				
10	Team Experience and Structure	86.67	15.00%	13.00	
11	Proposed Work Approach and Schedule	88.04	25.00%	22.01	
12	Prime Contractor's Five-Year Product Roadmap	88.00	10.00%	8.80	
13	Technical Capabilities of App Solution	76.00	35.00%	26.60	
14	Price	53.13	15.00%	7.97	
15	**Total**		**100.00%**	**78.38**	**2**
16	**Spare Labs**				
17	Team Experience and Structure	70.67	15.00%	10.60	
18	Proposed Work Approach and Schedule	72.52	25.00%	18.13	
19	Prime Contractor's Five-Year Product Roadmap	80.00	10.00%	8.00	
20	Technical Capabilities of App Solution	77.17	35.00%	27.01	
21	Price	84.27	15.00%	12.64	
22	**Total**		**100.00%**	**76.38**	**3**
23	**Axon Vibe Inc.**				
24	Team Experience and Structure	80.67	15.00%	12.10	
25	Proposed Work Approach and Schedule	77.04	25.00%	19.26	

26	Prime Contractor's Five-Year Product Roadmap	76.00	10.00%	7.60	
27	Technical Capabilities of App Solution	71.23	35.00%	24.93	
28	Price	77.33	15.00%	11.60	
29	**Total**		**100.00%**	**75.49**	**4**
30	**TransSIGHT, LLC**				
31	Team Experience and Structure	76.00	15.00%	11.40	
32	Proposed Work Approach and Schedule	79.04	25.00%	19.76	
33	Prime Contractor's Five-Year Product Roadmap	82.00	10.00%	8.20	
34	Technical Capabilities of App Solution	75.09	35.00%	26.28	
35	Price	55.80	15.00%	8.37	
36	**Total**		**100.00%**	**74.01**	**5**

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an Independent Cost Estimate (ICE), price analysis, technical evaluation, and fact finding.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Moovit, Inc.	$4,750,000	$8,310,893	$4,750,000
2.	Siemens Mobility, Inc.	$8,932,362		
3.	Spare Labs	$5,634,600		
4.	Axon Vibe Inc.	$6,140,980		
5.	TransSIGHT LLC	$8,506,088		

The variance between the recommended amount and the ICE is primarily due to Moovit's capability to deliver a fully developed and tested white label application with core functionality that is already scaled across a global user base. This advanced framework requires minimal configuration and functional adjustments, and has simple integration to apply Metro branding and connect to existing systems. Consequently, this approach dramatically reduces the required labor hours for implementation compared to the ICE assumption, directly lowering the overall cost.

The ICE conservatively assumed a high level of effort for complex system integration, extensive functional adjustments, and deep configuration of the mobile application, thereby overstating the required level of effort. Lastly, Moovit's licensing

fees cover all future ongoing costs, including: maintenance, bug fixes, software updates, platform compliance, and new feature development. The costs of these services are shared across their client base, providing Metro with a lower, predictable annual expenditure compared to the recurring internal costs assumed by the ICE.

D. Background on Recommended Contractor

Moovit, Inc. (Moovit), has been in business since 2012 providing solutions that are built on an advanced and robust urban mobility platform, supporting over 1.5 billion users with mobility service providers. Moovit has deployed several projects with various ticketing providers, including Cubic, GenFare, Masabi, and Token Transit.

Moovit plans to collaborate with a proven partner to reduce work already completed under the Metro Mobility Hubs project enabling the Moovit team to quickly and efficiently deliver a public facing mobility app. The Moovit team includes one subcontractor providing its user interface/experience with Metro and experience with integrated mobility hubs to support some of the technical integration for multi-modal trip planning, specifically: Metro Bike Share, Metro Micro, Metro Parking Lots, Metro bike lockers, Metro EV chargers, and Transit Watch.

Moovit is a current fare collection provider for Metro and Metrolink, and performance has been satisfactory.

DEOD SUMMARY

PUBLIC FACING MOBILE APP/PS129614000

A. Small Business Participation

At the time of solicitation, the Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due the lack of availability of certified firms that perform the service of this contract. It is expected that the awardee will perform the work with its own workforce.

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Public Facing Mobile App



EXECUTIVE MANAGEMENT COMMITTEE

JANUARY 15, 2026

Metro

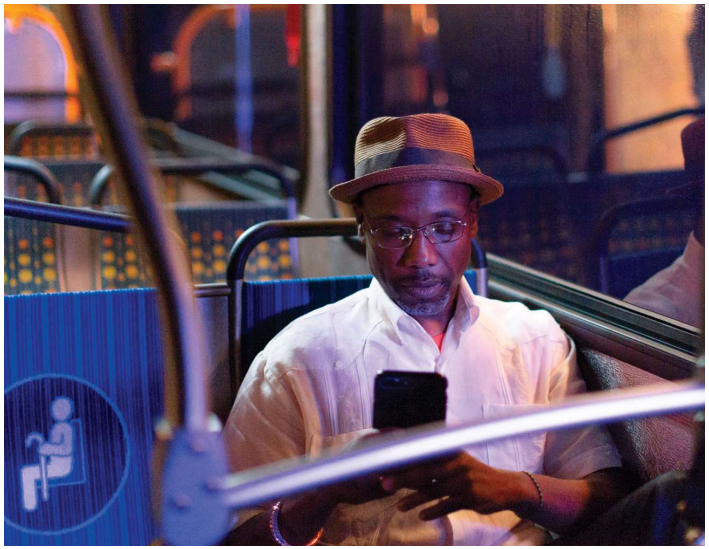
Recommendation

AUTHORIZE the Chief Executive Officer to award a four-year base, firm, fixed price Contract No. PS129614000 to Moovit, Inc. to develop and license a white-label mobile application solution for an amount of $4,350,000, plus one-year option term in the amount of $400,000, for a total amount of $4,750,000.

Background

Board Motion 46 (November 17, 2022) directed staff to explore unifying Metro's mobile apps into a single, more seamless customer experience.

Today, Metro's mobile ecosystem is fragmented, with riders relying on multiple apps managed by different teams and vendors. A cross-functional team assessed the landscape and identified key barriers, including limited system interoperability, inconsistent data and API standards, contract constraints, and varied vendor models.

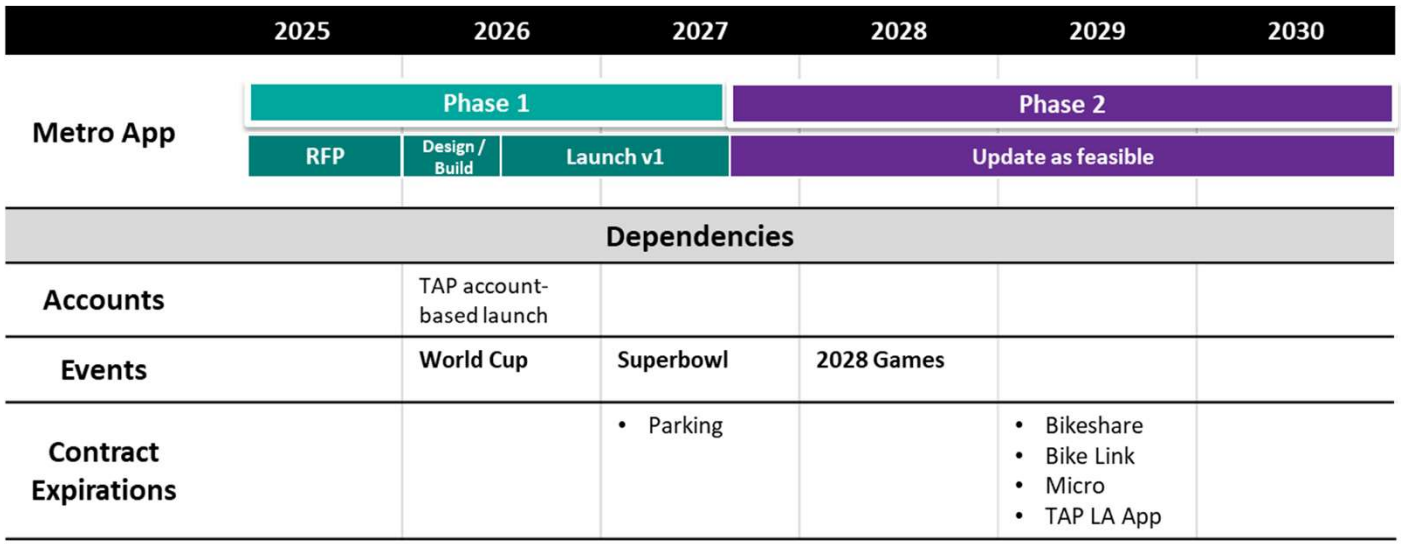


In response to the Board's direction, staff recommended a phased approach beginning with a market-ready, white-label mobile platform focused on core rider needs—trip planning, fare payment, and clear communication.

Metro subsequently issued RFP No. PS129614000 for Metro's Public-Facing Mobile Application.

RFP and Phased Approach Overview

- The RFP prioritized a proven transit platform that could be launched quickly, support multiple travel modes, and continue to evolve over time.
- Phase 1, launching in May 2026, will deliver core trip planning and communication features in time for the World Cup.
- Future phases will bring additional Metro services into the app, including Metro Micro, Bike Share, Parking, TAP, and Transit Watch based on customer needs, technical/contractual feasibility, and vendor capacity.
- This phased approach allows Metro to move quickly, reduce risk, maintain reliable service, and steadily deliver a more unified mobile experience for riders.



Metro

Procurement Summary

Evaluation Criteria	Maximum Points	Moovit, Inc.	Siemens Mobility, Inc.	Spare Labs	Axon Vibe Inc.	TransSIGHT, LLC
		Earned Points				
Team Experience and Structure	15.00	12.40	13.00	10.60	12.10	11.40
Proposed Work Approach and Schedule	25.00	18.88	22.01	18.13	19.26	19.76
Prime Contractor's Five-Year Product Roadmap	10.00	7.40	8.80	8.00	7.60	8.20
Technical Capabilities of App Solution	35.00	28.33	26.60	27.01	24.93	26.28
Price	15.00	15.00	7.97	12.64	11.60	8.37
Total Score	**100.00**	**82.01**	**78.38**	**76.38**	**75.49**	**74.01**

Metro

Recommended Vendor

- Moovit, Inc. offers a flexible, white-label mobile app with an accessible, multilingual interface, trip planning, real-time arrivals, alerts, and two-way rider communication—addressing key priorities in the Board Motion.

  - ✓ Experienced mobility as a service (MaaS) provider with 13 years of experience providing transit users with real-time information for route planning and navigation as well as integrated fare payment across all modes of public and shared transportation

  - ✓ Manages a global urban mobility app that supports over 1.5 billion users, 7,000+ transit feeds, and 360+ integrations with Mobility Service Providers (MSPs)

  - ✓ Experience with Transit Agencies
    - Jacksonville Transportation Authority
    - South Florida Regional Transit Agency
    - Capital District Transportation Authority
    - Translink

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

File #: 2025-1053, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 33.

EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 15, 2026

SUBJECT: FEDERAL AND STATE REPORT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING the Federal and State Legislative Report;

B. ADOPTING staff recommended position:

SB 677 (Wiener) - Housing development: transit-oriented development. - **OPPOSE UNLESS AMENDED** (Attachment A).

DISCUSSION

Executive Management Committee
Remarks Prepared by Raffi Haig Hamparian
Government Relations, Executive Officer: Federal Affairs

Chair Dutra and members of the Executive Management Committee, I am pleased to provide an update on several key federal matters of interest to our agency. This report was prepared on December 30, 2025, and will be updated, as appropriate, at the Executive Management Committee meeting on January 15, 2026. The status of relevant pending legislation is monitored on the Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/1%20-%20January%202026%20-%20Legislative%20Matrix.pdf>, which is updated monthly.

Los Angeles County Congressional Delegation

Metro's government relations team continues to provide timely and accurate information about our agency's initiatives with members of the Los Angeles County Congressional Delegation, our two U.S. Senators and with the U.S. Department of Transportation.

Consistent with our past practice, last month staff worked closely with the office of Congressman Robert Garcia (D-42) to support the agency's capital projects that are moving forward in the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) Program. In cooperation with the

agency, Congressman Garcia circulated a letter addressed to House appropriations leaders urging them to both fully fund the FTA's CIG Program and to provide support for our Vermont Bus Rapid Transit and Southeast Gateway Line transit projects. Staff is pleased to share that in addition to Congressman Garcia, nine members of the Los Angeles County Congressional Delegation signed this correspondence. In parallel with this letter, the staff is working with our U.S. Senators to ensure they are communicating a similar message to Senate appropriators.

Fiscal Year 2026 Transportation Spending Bill

Staff continues to work diligently to ensure that our Board-approved priorities are advanced in the Fiscal Year 2026 transportation spending bill. The adoption of this bill has been delayed, as Congress seeks to craft a final bill in advance of the expiration of the current Continuing Resolution on January 30, 2026. On the evening of December 18, 2025, a bi-partisan effort to advance the Fiscal Year 2026 transportation spending bill in the U.S. Senate failed. This means that Congress will have to revisit this spending bill when it reconvenes in early January 2026.

The Fiscal Year 2026 transportation spending bill is important to the agency for a variety of reasons. The measure would provide formula funding that the agency relies on an annual basis. In addition to a number of key provisions in the bill related to the FTA's CIG Program, the measure is also expected to include mobility related funding for the agency tied to both the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games.

Surface Transportation Authorization Bill

Metro continues to advance the Board-approved USA Build Initiative as Congress prepares to consider in 2026 a new surface transportation authorization bill. The current measure, the Bipartisan Infrastructure Law, will expire on September 30, 2026. Metro is working with members of the Los Angeles County Congressional Delegation and key authorizers in the House and Senate to smartly and effectively advance the policy proposals embedded in the USA Build Initiative. As Congress begins to work on a new surface transportation authorization bill, we look forward to keeping the Board fully apprised of our work in this regard.

U.S. Department of Transportation - 2026 FIFA World Cup / 2028 Olympic and Paralympic Games

Consistent with the Board-adopted Federal Legislative Program and direction from our CEO, Metro continues to advance the request for robust federal funding for mobility program of projects related to the 2028 Olympic and Paralympic Games (the Games). This work has included, but is not limited to, engagement with the Office of Management and Budget (OMB) to secure a funding recommendation for Games-related mobility programs in the President's Fiscal Year 2027 Budget Request, which will be proposed early next year. Parallel to the work with OMB, the agency has been fully engaged with the U.S. Department of Transportation (USDOT) to ensure they are supporting our efforts related to the President's Fiscal Year 2027 Budget Request. With respect to our work with both OMB and the USDOT, staff is working directly with LA28 to ensure we have a joint advocacy effort with the Federal Government.

With respect to the upcoming 2026 FIFA World Cup, the President's Fiscal Year 2026 Budget Request that was released earlier this year did not include a funding recommendation related to

transit services for this major sporting event. Consistent with the Board-approved Federal Legislative Program, Metro has been working with the White House FIFA World Cup 2026 Task Force, Congress, and a broad coalition of stakeholders who are seeking to ensure that the final transportation spending bill adopted by the House and Senate includes funding for transit agencies serving cities that will be hosting World Cup games next year. As a direct result of staff work with a number of coalitions, including with the American Public Transportation Associations, the U.S. Senate included $78 million for World Cup-related transit services in their Fiscal Year 2026 transportation appropriations bill. Our agency is currently working to ensure that the final transportation spending bill adopted by Congress (which is currently being negotiated and which will likely be considered early next year) will include even more funding for World Cup-related transit services, given the needs of transit agencies across the United States who will be moving millions of Americans to and from World Cup venues.

Securing this funding will depend on Congress successfully completing the Fiscal Year 2026 appropriations process-a process Congress was unable to complete for Fiscal Year 2025. Should Congress fail to reach agreement on final Fiscal Year 2026 appropriations bills, much of the federal government, including USDOT, would likely again have to operate a full year “continuing resolution”, which would most likely preclude the allocation of any Fiscal Year 2026 funding for transportation for the 2026 World Cup or 2028 Games.

Transit Operator Safety

In alignment with Metro’s Board-approved 2026 Federal Legislative Program, staff continue to prioritize transit operator safety and maintain active communication with the Los Angeles County Congressional Delegation on this issue. The upcoming reauthorization of federal surface transportation programs presents an important opportunity to advance enhanced protections for transit operators nationwide.

Representative Laura Friedman (CA-30) has introduced the “Safe and Affordable Transit Act of 2025,” legislation that supports several of Metro’s key priorities. The bill would create a new Transit Security Grant Program funded at $50 million annually for FY 2026-2030 to support efforts such as hiring additional officers to patrol transit systems, contracting with local law enforcement to increase police presence, and implementing physical infrastructure upgrades-including monitoring devices and operator shields-to improve passenger and operator safety. Additionally, the bill directs the U.S. Secretary of Transportation to collaborate with the Transportation Research Board, with input from transit employees, on a comprehensive study of crime prevention strategies within public transportation systems. Metro has endorsed this legislation as it directly aligns with the agency’s recently adopted federal legislative program.

Federal Transportation Grants

Metro remains committed to smartly and aggressively pursuing competitive federal grants to advance a wide range of transit projects and programs. In alignment with this effort, staff continue to work closely with the Los Angeles County Congressional Delegation and key regional partners-including the LA/Orange County Building and Construction Trades Council and the Los Angeles Area Chamber of Commerce-to build support for both current and future grant applications.

Metro is currently preparing an application to the U.S. Department of Transportation’s National

Railroad Partnership Program/Federal-State Partnership for Intercity Passenger Rail Program (FSP-National Program) to secure funding for the construction of the Link US Project. Los Angeles Union Station (LAUS), the busiest transit hub in the western United States, serves as the backbone of the 351-mile LOSSAN Corridor, and supports the Pacific Surfliner. The Pacific Surfliner is Amtrak's second busiest intercity passenger rail corridor and the nation's busiest state-supported route-underscoring the regional and national significance of this investment.

Earlier this month, the USDOT issued a Notice of Funding Opportunity for the Better Utilizing Investments to Leverage Development (BUILD) grant program. According to the USDOT, this program "provides grants for surface transportation infrastructure projects with significant local or regional impact." Metro is currently reviewing which project(s) we have that would best compete for a BUILD grant. The application deadline for the BUILD grant program is February 24, 2026.

Conclusion

Chair Dutra and members of the Committee, I look forward to providing further updates and expanding on this report during the Executive Management Committee meeting scheduled for January 15, 2025.

Executive Management Committee
Remarks Prepared by Madeleine Moore
Government Relations, Deputy Executive Officer: State Affairs

Chair Dutra and members of the Board, I am pleased to provide an update on several state matters of interest to our agency. This report was prepared on December 30, 2025, and will be updated, as appropriate, at the Executive Management Committee on January 15, 2026. The status of relevant pending legislation is monitored monthly on the Metro Government Relations Legislative Matrix. <https://libraryarchives.metro.net/DB_Attachments/1%20-%20January%202026%20-%20Legislative%20Matrix.pdf>

Budget Update

In late November, the Legislative Analyst's Office released their 2026-27 Fiscal Outlook for the State, in advance of the upcoming budget season. This Fiscal Outlook gives the Legislature the LAO's independent estimates and analysis of the state's General Fund budget condition, in order to better inform the Legislature as they prepare for the 2026-27 budget process. Overall, the LAO anticipates an almost $18 billion budget problem in the coming fiscal year, which is about $5 billion larger than the budget problem anticipated by the administration in June. Given this, the LAO urged the Legislature to address this through a variety of avenues, primarily through spending reductions

and/or revenue increases.

The report also highlights some additional key takeaways regarding the State's financial position. First, the report acknowledges that the economy is weakening, both in the state and across the country. There are a number of reasons cited, from high borrowing costs, to new tariffs and uncertainty about the federal government. Sales and corporate taxes have posted below-average growth. The report cites relatively strong income tax collections, primarily aided by "exuberance" over artificial intelligence technologies, but cautions that this may be leading to an overheated stock market. The revenue outlook takes a middle-ground approach to a potential stock market downturn, forecasting weaker income tax collections, but ones that are still above a hypothetical significant stock drop.

As always, Metro staff remain engaged with partners in the State government as we approach the beginning of the new budget cycle, in order to ensure that transportation is sufficiently funded and we can continue to advance our capital and operating plans. The next step in this budget process will be when the Governor presents his initial budget proposal in early January.

Legislative Update

The second year of the 2025-26 legislative session resumes on January 5, 2026. Staff will have a full report on actions taken between that date and the date of the Executive Management Committee on January 15, 2026.

Relevant Legislation from 2025

The Board approved the 2026 Legislative Program on December 4, 2025. Part of this action included approving Metro staff to seek amendments to SB 79 (Wiener) in the 2026 legislative year. The focus of these proposed amendments would update definitions and make other changes as needed to ensure that Metro can continue to advance the agency's Long Range Transportation Plan and improve the quality of transit provided in our service area. Staff have been working internally to analyze and refine what Metro would need from the legislature to ensure that the passage of SB 79 does not affect Metro's ability to provide high-quality transit in LA County, and have been in communication with state partners regarding our concerns.

Metro staff have also learned that SB 220 (Allen) from last year, has been set for a new hearing in the Senate Transportation Committee for January 13. As a reminder, the bill as currently in print would, beginning on January 1, 2029, expand the Metro Board of Directors to 18 members by adding the County Executive of the County of Los Angeles and 3 public members appointed by that Executive. The bill also expands the Metro Board to include each member of the Board of Supervisors. Pursuant to County Measure G approved by voters in 2024, the Board of Supervisors will be expanding to nine members in 2032. The bill was last presented in the Senate Transportation Committee in April 2025. At the request of the author during that hearing, the Committee did not take a vote on the bill, and thus it turned into a "two-year" piece of legislation. Metro staff have been made aware that the author plans to amend the bill, though such amendments are not yet in print. Per the Board-approved 2026 Legislative Program, Metro will continue to express our opposition to this legislation to both the author's office and to the members of the Senate Transportation Committee, and will keep the Board apprised of any additional actions taken with respect to this bill.

Transit Transformation Task Force

In early December, the California State Transportation Agency transmitted their official Transit Transformation Task Force (TTTF) report to the State Legislature, the result of nearly two years of work from the 25-member task force. That report was subsequently formally released to the public. The TTTF was established through SB 125 (2023), which required CalSTA to establish and convene the Task Force, and include representatives from CalSTA, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. Michael Turner, Senior Executive Officer for Government Relations, was Metro's representative on the TTTF. The purpose of the Task Force was to develop policy recommendations to grow transit ridership and improve the transit experience for all users. CalSTA then took the results of the Task Force's work and prepared report of findings and policy recommendations.

The report focuses on a few key areas for improving transit. The primary recommendations are centered on the following principles:

- **Transit should be operationally and financially sustainable.** This section discusses the need to increase agency revenues, through three different methods: reprogramming existing revenues that could be flexed to transit, supporting communities in raising new local revenues, and generating new value through strategies such as pricing and tax increment financing districts. Reforming the Transportation Development Act is also discussed.
- **Safety is fundamental.** This section discusses the need to protect riders and employees through recommendations to allocate dedicated funding for improving safety infrastructure and de-escalation and violence mitigation training specific to transit employees, and implement safety measures such as barriers for operators, as Metro has.
- **Provide fast, reliable, connected, and convenient transit services.** This section recommends supporting greater transit priority infrastructure through policy changes that, among other recommendations, encourage implementation of transit priority and bus rapid transit features on the State right of way.
- **Provide transit that is accessible and easy to use for all.** This section focuses on ensuring better paratransit service, including improving efficiency between transit agencies and non-profit, private, and healthcare providers.
- **Develop high quality public transit systems to support complete communities.** This section recommends that the State encourage transit-supportive land use and expand education, incentives, and funding to advance Transit Oriented Development.

Conclusion

Chair Dutra and members of the Committee, I look forward to providing further updates and expanding on this report during the Executive Management Committee meeting scheduled for January 15, 2025.

EQUITY PLATFORM

Government Relations will continue reviewing legislation introduced in Sacramento and Washington, DC, to address any equity issues in proposed bills and the budget process. Securing levels of federal transportation funding allows our agency to advance projects that improve equitable access and

mobility for the ten million individuals who live, work, and travel throughout Los Angeles County.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through administrative and legislative advocacy activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Increased state and federal funding received benefits Metro's projects and programs to reduce VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

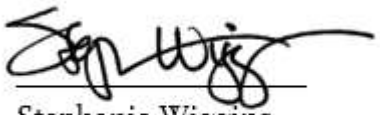
*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

ATTACHMENTS

Attachment A - SB 677 (Wiener) Legislative Analysis

Prepared by: Michael Turner, Senior Executive Officer, Government Relations, (213) 922-2122
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Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

BILL: **SENATE BILL 677**
AS AMENDED JANUARY 5, 2026

AUTHOR: **SENATOR SCOTT WIENER (D – SAN FRANCISCO)**

SUBJECT: **HOUSING DEVELOPMENT: TRANSIT-ORIENTED DEVELOPMENT**

STATUS: **RE-REFFERED TO COMMITTEE ON HOUSING JAN 5, 2026**

ACTION: **OPPOSE UNLESS AMENDED**

RECOMMENDATION

Adopt an OPPOSE UNLESS AMENDED position on Senate Bill 677, as amended on January 5, 2026.

ISSUE

SB 677 is intended to make technical and clarifying changes to SB 79 (Wiener, Chapter 512, Statutes of 2025), which establishes statewide standards for housing development near major transit stops.

As of the drafting of this report the bill:

- Makes technical changes to SB 79 (Wiener), specifically by making changes to the definitions of “urban transit county” and certain types of transit stops, as well as adding additional definitions. Specifically, the bill adds definitions for “high-frequency ferry service” and “rail transit station” while refining definitions for “major transit stop”, “high frequency commuter rail”, “Transit-oriented development stop”, “tier 2 transit-oriented development stop”, “urban transit county”, and “very high frequency commuter rail”.
- Exempts existing parcels or sites from SB 79 if those parcels or sites are subject to the Mobilehome Residency Law, Mobilehome Parks Act, the Recreational Vehicle Park Occupancy Law, and the Special Occupancy Parks Act.
- Provides that a transit agency may, among other things, establish floor area ratio (FAR) requirements generally in their zoning standards for district-owned property located in a TOD zone (as opposed to residential-only FAR standards).

While SB 677 makes limited technical adjustments, it does not address the core implementation challenges Metro has experienced with SB 79. The bill fails to clarify how Metro's rail lines are classified under the law, resolve inconsistencies in transit mode definitions, or address the growing local resistance to transit projects driven by SB 79's housing density provisions. As a result, SB 79 continues to create uncertainty for project planning, complicate coordination with local jurisdictions, and undermine local partnerships that are critical to delivering voter-approved transit projects in Los Angeles County. Because SB 677 does not resolve these issues, staff recommends an **OPPOSE UNLESS AMENDED** position.

BACKGROUND

The relationship between higher density and higher transit use is well-documented. As a result, Metro strongly supports transit-oriented development and operates one of the most robust joint development programs in the country. Through partnerships with local cities, community stakeholders, and private and nonprofit developers, Metro is working to deliver 10,000 housing units by 2031, with at least 50 percent of the units designated as affordable. Metro has already delivered more than 2,500 units, including nearly 400 units of 100 percent affordable housing in the last two years alone, with thousands more in the development pipeline. Metro also has another 2,000 units across four sites that are entitled and preparing for construction, with another 5,500 in the development pipeline.

SB 79 requires housing development projects within a specified radius of major transit-oriented development (TOD) stops to be allowed on sites zoned for residential, mixed, or commercial use, provided certain requirements are met. The law establishes minimum height, density, and floor area ratio (FAR) standards based on proximity to qualifying transit stops. The legislation directs Metropolitan Planning Organizations, including the Southern California Association of Governments (SCAG), to prepare maps identifying affected parcels within each jurisdiction, based on guidance from the California Department of Housing and Community Development (HCD). These maps are intended to assist local jurisdictions in implementing SB 79's requirements. SB 677 (Wiener) is intended to make technical and clarifying changes to SB 79, which will take effect on July 1, 2026.

On December 5, 2025, the Metro Board approved a 2026 Legislative Platform that includes pursuing amendments to SB 79 to ensure that its definitions and implementation support Metro's Long Range Transportation Plan and the continued delivery of high-quality transit service.

DISCUSSION

Metro's transit expansion program is the largest in California, with approximately $120 billion in planned investments funded by four voter-approved sales tax measures and federal support. Since 2022, Metro has delivered three rail expansion projects, has four

expansion projects under construction, and will open three more expansion projects by 2028, along with multiple bus rapid transit projects and quick build bus lanes.

Following the passage of SB 79, Metro has encountered significant challenges that directly affect the agency's ability to plan, deliver, and maintain critical transit infrastructure across Los Angeles County. Several of the bill's core definitions are unclear and inconsistent with industry standards. These ambiguities create legal and planning uncertainty for Metro projects and expose the agency to avoidable delays, disputes, and litigation risk.

Most notably, SB 79 and SB 677 fail to accurately classify Metro's A, C, E, and K rail lines. The current definition of "light rail transit" is limited to streetcar, trolley, and tramway systems, which do not accurately reflect Metro's rail operations. As a result, it is unclear whether major Metro rail corridors qualify as eligible transit stops under the statute. This lack of clarity undermines the consistent application of the law, complicates coordination with local jurisdictions, and weakens Metro's ability to advance transit-oriented development on and around its own infrastructure. Additionally, SB 79 adds another hurdle to the effort to expand our bus system throughout the County and improve service for our transit-dependent riders. Dedicated bus lanes traditionally face greater local opposition because they can remove parking or general purpose lanes and SB 79 adds an additional obstacle to providing high quality bus service throughout LA County.

In addition to technical flaws, SB 79 has become a catalyst for local opposition to Metro's transit projects. By linking increased housing density to both existing and future transit investments, the law has intensified resistance from some cities and community groups that now view new transit projects as a trigger for state-mandated upzoning. This unintended consequence results in transit being the "stick" for upzoning instead of the "carrot". This has already begun to erode previously strong local partnerships and has created new political and permitting obstacles for voter-approved projects that have already completed environmental review.

Metro's transit expansion program depends on strong, consistent cooperation with cities throughout Los Angeles County. When SB 79 fuels local opposition, it directly threatens Metro's ability to secure permits, coordinate construction, and maintain project schedules. These delays increase costs, jeopardize federal funding timelines, and ultimately slow the delivery of transit service to communities that rely on it most.

The consequences of these barriers are real. Eighty-nine percent of Metro riders are very low income, and 85 percent are transit dependent. Delays to rail, bus lanes, and bus rapid transit projects disproportionately harm the region's most vulnerable populations by limiting access to jobs, education, and healthcare. SB 79's current structure risks undermining the very transit infrastructure the Legislature intended to leverage for housing production and climate goals.

SB 677, as amended on January 5, 2026, does not resolve these fundamental issues. While it makes limited technical adjustments, it fails to address core definition

inconsistencies and the growing local resistance to transit projects driven by SB 79's unilateral density provisions. Without targeted amendments, SB 79 will continue to hinder Metro's ability to deliver voter-approved transit projects, maintain local partnerships, and meet regional mobility, housing, climate, and equity goals.

To ensure that Metro can continue advancing its Long Range Transportation Plan and improving transit service across the region, Metro recommends considering an alternative structure or a Los Angeles–specific exemption. These options could include:

- Limiting the bill's applicability to only those rail transit projects that are in revenue service.
- Creating an incentive-based structure using state funds that allows local agencies to determine how best to locate density around transit infrastructure.
- Delaying the effective date of the bill until implementation issues can be addressed.
- Limiting the bill's applicability to the Bay Area as a pilot project for a set period of time.
- Exempting Los Angeles County from SB 79, given the region's extensive and ongoing transit expansion efforts and the importance of maintaining strong local partnerships to advance these projects.

For these reasons, staff recommend an **OPPOSE UNLESS AMENDED** position on SB 677.

NEXT STEPS

Should the Board adopt an **OPPOSE UNLESS AMENDED** position on the legislation, staff will formally communicate the Board's position and requested amendments to the bill's author and relevant legislative offices. Staff will also continue to monitor the bill's progress throughout the legislative session and provide the Board with timely updates on any developments, amendments, or changes that may affect Metro's interests.

Government Relations
Federal and State Affairs Update

Executive Management Committee
January 15, 2026

Metro

Federal Affairs Update

- **Los Angeles County Congressional Delegation**
- **Fiscal Year 2026 Transportation Spending Bill**
- **Surface Transportation Authorization Bill**
- **U.S. Department of Transportation – 2026 FIFA World Cup / 2028 Olympic and Paralympic Games**
- **Transit Operator Safety**
- **Federal Transportation Grants**

Metro

State Affairs Update

- **New Legislative Session – January 5**
  - **SB 220 (Allen)**
  - **SB 677 (Wiener)**
  - **Other Relevant Legislation**
- **Budget Update**
  - **Governor's January Proposal**

Metro

File #: 2025-0779, **File Type:** Contract **Agenda Number:** 35.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 15, 2026**

SUBJECT: CONSULTANT SUPPORT SERVICES FOR THE HR4000 HEAVY RAIL VEHICLE (HRV) PROCUREMENT PROGRAM, TECHNICAL MANAGEMENT SUPPORT SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Contract Modification No. 21 to Contract No. OP24162700030433487, a cost plus fixed-fee contract with HATCH Associates Consultants, Inc. (HATCH), formerly LTK Engineering Services for the HR4000 Heavy Rail Vehicle (HRV) Acquisition, Technical Support Services, increasing the Not-To-Exceed (NTE) amount by $7,857,071 from $23,557,400 to $31,414,471 and extending the period of performance from May 1, 2026, to July 30, 2031; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

ISSUE

To ensure continuity of technical consultant support for the HR4000 Heavy Rail Vehicle Project, it is recommended that Metro extend the existing HR4000 consultant contract.

This contract modification will include additional funding and an extension of the period of performance for Hatch's existing technical support contract on the HR4000 New Heavy Rail Vehicle Acquisition Project.

BACKGROUND

On June 15, 2016, the Board approved Contract No. OP16523-30433487 (Now contract OP24162700030433487), HR4000 Consulting Services for Heavy Rail Vehicle Acquisition, Technical Support Services to Hatch in the amount of $13,028,744 to provide technical program management support to Metro staff responsible for managing the HR4000 contract for the acquisition and on-time delivery of a base order of 64 heavy rail vehicles (HRVs). Due to the continuous delay with delivery and final acceptance of all 64 rail vehicles, Metro issued multiple modifications within staff delegated

authority to extend the period of performance to April 30, 2022, and increase the NTE Total Contract Price by $1,199,504.

On April 21, 2022, the Board approved Contract Modification No. 14 to extend the period of performance by 24 months and increase the NTE Total Contract Price by $5,618,956. Additionally, Metro issued a no-cost Contract Modification No. 18, to extend the period of performance to April 30, 2026, and Contract Modification No. 19 to increase the NTE Total Contract Price by $3,710,196. A complete list of contract modifications is outlined in Attachment B.

This procurement addresses the need to:

- Expand the rail fleet to accommodate anticipated ridership growth and planned line extensions.
- Replace vehicles reaching the end of their useful service life; and
- Support the Maintenance Department by maintaining adequate spare ratios to prevent deferred maintenance issues.

The objective of Hatch consulting services for Heavy Rail Vehicle Acquisition and Technical Support is to assist Metro's Project Manager in providing engineering and technical oversight of the rail vehicle contractor. This oversight ensures performance consistent with the delivery requirements of the HR4000 HRV procurement.

The consultant provides staff support in the following key disciplines:

- Systems Engineering
- Systems Integration
- Quality Assurance
- Design Conformance Testing
- Inspection and Audit of Fabrication and Assembly Site Activities

All work is performed on an as-needed basis, as directed by Metro through written task orders issued under the consultant contract. Task orders use not-to-exceed pricing based on the fixed labor rates established in the contract. The consultant's staff operates under the daily management and direction of Metro's HR4000 HRV Project Manager.

DISCUSSION

Approval of the recommendation will increase the contract value and corresponding Contract Modification Authority for the existing HATCH Technical Support Services Contract, enabling continued technical support for the HR4000 HRV project. Metro staff require this support to address remaining technical issues and delays, ensuring the final delivery and acceptance of the 64 base HR4000 HRVs and the completion of the warranty period, forecasted for July 2031.

The Scope of Services will include, but is not limited to, oversight of testing and inspection activities; supervision of the Vehicle Contractor's supply chain processes; review and preparation of correspondence in response to technical submissions; support for Project Reviews; document control; and other technical support tasks as directed by the Metro HR4000 Project Manager.

Since the HR4000 HRV Procurement Project contract award in June 2016, HATCH has continuously provided technical support to Metro's Project Team. This included reviewing technical documents, overseeing system and combined-system level integration, witnessing verification and validation of design levels, and inspecting vehicle assembly to identify issues.

The project is currently in the delivery and commissioning phase, a critical period that requires continued support as Metro approves HRV shipments. Pandemic-related restrictions and travel bans extended the time needed for in-person meetings, design reviews, testing validation, and first article inspections. To mitigate delays, Metro on-site testing has been relocated to China, necessitating longer staffing at vendor and manufacturing locations than originally planned. Additionally, importation challenges for car shells and equipment have introduced further delays.

Approval of this recommendation will modify HATCH's existing contract, ensuring uninterrupted technical support for the HR4000 HRV project (206037). This support is essential for addressing the remaining technical issues, achieving final delivery and acceptance of all 64 base HR4000 HRVs, completing the warranty period, and closing out the project, which is forecasted for June 2031.

DETERMINATION OF SAFETY IMPACT

Approval of the increased NTE contract value and extended period of performance will directly enhance system safety, service quality, reliability, maintainability, and overall customer satisfaction. Continued HR4000 technical support services will ensure the safe and reliable execution of the HR4000 Heavy Rail Vehicle Program.

FINANCIAL IMPACT

Board approval of the action will have no budget impact for FY26, as budget is allocated under CP 206037. The Board-approved Life-of-Project budget (LOP) for the HR4000 Procurement Contract is $239,203,000, inclusive of the technical support services contract. With this requested contract amendment, no adjustment to the Board-approved LOP is needed.

Impact to Budget

The funding source for this action is Prop A Rail Set Aside 35%, Measure R 2%, and other Local funds, which are eligible for Rail Capital and Operating Projects. Since this is a multi-year project, the Chief Operating Officer and respective Project Managers will be responsible for budgeting in future fiscal years.

EQUITY PLATFORM

The HR4000 vehicles will operate on the B Line, the current D Line, and the upcoming D (Purple) Line Extensions. Approval of the recommendations in this Board report will enhance service reliability and provide a more comfortable experience on lines serving the majority of Equity Focus Communities (EFCs) that depend on public transportation. According to the 2019 Customer Survey, the B and D heavy rail lines serve the following:

- Ridership Demographics:
  - 27.7% below the poverty line
  - 56.4% had no car available

- Rider Ethnicity:
  - Latino 38.9%;
  - Black 13.1%;
  - White 25.8%;
  - Asian/Pacific Islander 15.2%;
  - Other 6.5%

While HATCH Associates Consultants made a 22.63% Disadvantaged Business Enterprise (DBE) commitment on this contract, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program. As such, contract goals, enforcement, and counting of participation are temporarily suspended effective October 3, 2025. Although the DBE commitment is not a factor in the staff recommendation, there are two certified small businesses participating in this contract.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy by promoting operational activities that sustain and encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Metro Strategic Plan Goal No. 5) to "provide responsive, accountable, and trustworthy governance within the Metro organization". This goal strives to position Metro to deliver the best possible mobility outcomes and improve business practices so that Metro can perform more effectively and adapt more nimbly to the changing needs of our customers.

ALTERNATIVES CONSIDERED

Staff considered using in-house Metro resources to perform this work as an alternative. However, this approach is not recommended due to insufficient resources and a lack of subject matter expertise.

The Board may choose not to authorize an increase in the contract value for this project. Metro staff does not recommend this alternative, as the HR4000 HRV Procurement Program is essential to ensure an adequate fleet to meet future service needs for PLE Sections 1, 2, and 3, as well as requirements for the 2028 Olympic and Paralympic Games.

NEXT STEPS

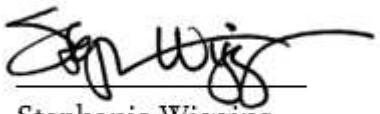
Upon Board approval, staff will execute Contract Modification No. 21 to increase the contract's NTE amount by $7,857,071 with HATCH and extend the period of performance through July 30, 2031. Additionally, a new task order will be issued to continue technical support services for the HR4000 Procurement Contract.

ATTACHMENTS

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

Prepared by: David McDonald, Senior Director, Project Control, (213) 922-3221
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Matt Dake, Deputy Chief Operations Officer, 213-922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, 213-418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

CONSULTANT SUPPORT SERVICES FOR THE HR4000 HEAVY RAIL VEHICLE (HRV) PROCUREMENT PROGRAM, TECHNICAL MANAGEMENT SUPPORT SERVICES
CONTRACT NO. OP24162700030433487

1.	**Contract Number**: OP24162700030433487			
2.	**Contractor**: HATCH Associates Consultants, Inc.			
3.	**Mod. Work Description**: First Article Inspections, Resident Inspector to be stationed in China, Quality Audits, Testing and Commissioning of Rail Car Vehicles, Support during Warranty Period			
4.	**Contract Work Description**: Technical and engineering oversight of the Vehicle Contractor (CRRC) to ensure that performance is consistent with the delivery requirements of the HR4000 Contract.			
5.	**The following data is current as of**: November 19, 2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	6/15/2016	**Contract Award Amount:**	$13,028,744
	Notice to Proceed (NTP):	9/5/2016	**Total of Modifications Approved:**	$10,528,656
	Original Complete Date:	11/4/2021	**Pending Modifications (including this action):**	$7,857,071
	Current Est. Complete Date:	7/30/2031	**Current Contract Value (with this action):**	$31,414,471
7.	**Contract Administrator**: Andrew Coppolo		**Telephone Number**: 213-922-1067	
8.	**Project Manager**: David McDonald		**Telephone Number**: 213-922-3221	

A. Procurement Background

This Board Action is to approve Contract Modification No. 21 issued in support of the HR4000 Heavy Rail Acquisition to provide technical and engineering oversight of the Vehicle Contractor to ensure that performance is consistent with the delivery requirements of the HR4000 Contract. The Scope of Services includes, but is not limited to, oversight of testing and inspection activity, oversight of the Vehicle Contractor's supply chain process, reviewing and preparing correspondence in response to technical submissions, supporting Project Reviews, document control, and other technical support services as directed by Metro. This Contract Modification will be processed in accordance with Metro's Acquisition Policy, and the contract type is a cost plus fixed fee.

On June 15, 2016, the Board approved Contract No. OP16523-30433487 with LTK Engineering Services (LTK) for a Not-To-Exceed (NTE) amount of $13,028,744 for Base Years and five (5) one-year Options for a NTE amount of $8,677,278 for a total NTE contract value of $21,706,022.

On April 21, 2022, the Board approved Modification No. 14 to increase the NTE total contract price by $5,618,956, increasing the Contract value from $14,228,248 to $19,847,204.

An assignment from LTK to HATCH Associates Consultants, Inc. (HATCH) was agreed to and accepted by Metro, which required a change to the contract number to OP24162700030433487. Additionally, twenty (20) modifications, within staff delegated authority, have been issued under this Contract, for a combined total NTE of $10,528,656, increasing the Contract value from $13,028,744 to $23,557,400. The modifications include changes in staff, period of performance extensions, and rights and assignments change from LTK to HATCH.

Contract Modification No. 21 increases the Contract NTE for the Base Years for continuation of technical services until it has been determined that Options for HR4000 will be exercised.

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

B. Cost/Price Analysis

A Request for Proposal was issued to HATCH on October 22, 2025. Metro received a proposal on October 23, 2025. Staff completed negotiations on November 19, 2025. The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), negotiations, and a technical evaluation. The negotiation of the NTE amount comprised validation of HATCH and its subcontractor's current labor rates, audited labor overhead, travel and other direct costs, and a negotiated fixed fee for this is cost-plus-fixed-fee contract type. The approved labor rate for each consultant is based on actual cost with payroll documentation, which has resulted in a fair and reasonable determination.

The factors affecting the NTE amount were anticipated level of effort, travel and other direct costs, which have been reviewed and negotiated by the Contracting Officer to align with the HR4000 new HRV procurement schedule. The negotiated amount is a 4.95% reduction from the initial proposed amount; however, it is still 4.28% higher than the ICE. The primary contributing factor to this variance is that the ICE did not account for the actual overhead rates for each firm.

Proposal Amount	Metro ICE	Negotiated Amount
$8,266,508	$7,534,483	$7,857,071

C. Contractor Information

HATCH Associates Consultants, Inc., is a leader in providing consultant support services to the infrastructure, energy and mining and metals sectors. HATCH's engineering expertise includes areas such as rail vehicle engineering, rail systems engineering, revenue systems and technology, zero-emissions transportation, operations planning and simulations, systems assurance, intercity and high-speed rail, rail corridor development and transit advisory services.

In addition to providing technical and program support for the HR4000 New HRV Procurement, HATCH currently provides program management consulting services for Metro's A650 HRV and P2550 LRV Overhaul Programs, P3010 New LRV procurement, and the HR5000 New HRV procurement and their performance is satisfactory.

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

CONSULTANT SUPPORT SERVICES FOR THE HR4000 HEAVY RAIL VEHICLE (HRV) PROCUREMENT PROGRAM, TECHNICAL MANAGEMENT SUPPORT SERVICES
CONTRACT NO. OP24162700030433487

Mod. No.	Description	Status (Approved or Pending)	Date	$ Amount
1	Add/Replace Personnel	Approved	08-24-16	$0
2	Addition of Sharefile Fees/Reduction in International Travel	Approved	01-13-17	$0
3	Add/Replace Personnel, add resident engineers in Changchun	Approved	01-29-18	$0
4	Add/Replace Personnel	Approved	07-01-18	$0
5	Add/Replace Personnel	Approved	01-28-19	$0
6	Add/Replace Personnel	Approved	02-28-19	$0
7	Add/Replace Personnel	Approved	08-01-19	$0
8	Add/Replace Personnel	Approved	11-07-19	$0
9	Add/Replace Personnel	Approved	06-04-20	$0
10	Add/Replace Personnel	Approved	03-03-21	$0
11	Extend POP 10/01/21 to 12/31/21	Approved	10-29-21	$0
12	Extend POP to 3/31/22, Additional Resources, Replace Attachment A – Advanced Cost Agreement	Approved	12-31-21	$1,199,504
13	Extend POP to 04/30/22	Approved	03-10-22	$0
14	Extend POP for 24 months to 04/30/24, NTE Increase	Approved	05-01-22	$5,618,956
15	Add/Replace Personnel	Approved	12-29-22	$0
16	Change all rights and assignments from LTK to Hatch	Approved	06-30-23	$0
17	Add/Replace Personnel	Approved	09-08-23	$0
18	Extend POP 04/30/24 to 04/30/26	Approved	06-07-24	$0
19	NTE Increase & Change Contract No. to OP24162700030433487 (LTK to Hatch)	Approved	07-17-24	$3,710,196
20	Add/Replace Personnel	Approved	03-10-25	$0
21	**Modification No. 21 to extend POP for 274 weeks to 07/30/2031**	**Pending**	**TBD**	**$7,857,071**
	Modification Total:			**$18,385,727**
	Original Contract:			**$13,028,744**
	Total:			**$31,414,471**

DEOD SUMMARY

CONSULTANT SUPPORT SERVICES FOR THE HR4000 HEAVY RAIL VEHICLE (HRV) PROCUREMENT PROGRAM, TECHNICAL MANAGEMENT SUPPORT SERVICES / OP24162700030433487

A. Small Business Participation

Hatch Associates Consultants, Inc. (Hatch) made a 22.62% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are two certified small businesses participating in this contract.

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 modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

HR4000 HEAVY RAIL VEHICLE (HRV) SUPPORT SERVICES

JANUARY 15, 2026

Metro

Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

Execute Contract Modification No. 21 to Contract No. OP2416270003043487, a cost plus fixed-fee contract with HATCH Associates Consultants, Inc. (HATCH), formerly LTK Engineering Services for the HR4000 Heavy Rail Vehicle (HRV) Acquisition, Technical Support Services, increasing the Not-To-Exceed (NTE) amount by $7,857,071 from $23,557,400 to $31,414,471 and extending the period of performance from May 1, 2026 to July 30, 2031.

Execute individual contract modifications within the Board-approved contract modification authority.

Metro

ISSUE & DISCUSSION

AWARDEE

HATCH Associates Consultants, Inc.

PROPOSAL

Cost plus fixed-fee contract extending the period of performance from May 1,2026 to July 30, 2031.

Existing Contract amount	5 year extension increase	New Not to Exceed (NTE) amount
$23,557,400	$7,857,071	$31,414,471

DEOD COMMITMENT

HATCH Associates Consultants made a 22.63% Disadvantaged Business Enterprise (DBE) commitment on this contract. There are 2 certified small businesses participating in this contract.

Metro

ISSUE & DISCUSSION

ISSUE

Due to unforeseen circumstances, including the global COVID-19 pandemic with resulting supply chain and logistics disruption, Final acceptance of all 64 rail vehicles has been rescheduled to mid-2027, the warranty period now continuing through July 2031.

DISCUSSION

Approval will ensure Continued continuity of Technical Support Services to address remaining technical issues and delays, ensuring final delivery and acceptance of the 64 base HR4000 HRVs and completion of the warranty period, and closing out the project forecasted for July 2031.

Metro

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

Metro

Board Report

File #: 2025-0851, **File Type:** Contract **Agenda Number:** 36.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 15, 2026

SUBJECT: CONTACT WIRES FOR C LINE OVERHEAD CATENARY SYSTEM (OCS) REPLACEMENT

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 12-month firm-fixed-price contract, Contract No. DR133227(3)000, to Toro Global, the lowest responsive and responsible bidder for 133,248 linear feet of contact wire to support the C Line Overhead Catenary System (OCS) Replacement Project for a firm fixed price of $2,234,542.31 inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Contact wires are a central railway infrastructure asset which transmits traction power to Metro rail vehicles. The existing C Line OCS contact wires are approximately 30 years old, as they have been in use since the start of C Line service in 1995, and are reaching the end of their useful life and require replacement. The replacement project is divided into three sections of the C Line. Award of this contract is needed to complete the third section of the C Line OCS project.

BACKGROUND

In May 2021, the Metro Board of Directors established a $38,350,000 Life-of-Project (LOP) budget for the Metro C Line Overhead Catenary System Replacement as part of the FY22 budget adoption. The existing OCS contact wires were designed with a life expectancy of 30 years. The continuous operation of the rail service in various weather conditions has caused the contact wires to wear and are nearing the end of their functional lifespan. The Traction Power Maintenance Department has regularly inspected the contact wires and replaced sections when needed. However, this maintenance work has resulted in disruptions to rail services as affected trains must be single-tracked during the replacement of contact wires. Installing new contact wires will increase the reliability of the C Line while preventing service disruptions caused by sections of old contact wires that have been overworn and require replacement.

DISCUSSION

The project's work plan involves dividing the replacement of contact wires into three sections along the C Line. Section A starts at Redondo Beach Station and ends at Aviation Station, with an approximate length of 62,311 feet. Section B starts at the Aviation Station and ends at Long Beach Station, with an approximate length of 133,248 feet. Section C begins at Long Beach Station and ends at Norwalk Station, with an approximate length of 96,838 feet.

Section A was completed in May of 2024. Section C is in progress and is planned to be completed in May of 2026. The project's next phase is to replace contact wires in Section B, which needs 133,248 feet of contact wires.

The recommended Board action is to approve the purchase of contact wire for Section B, which is planned to start in June 2026. The contact wire replacement work is being performed by in-house Traction Power workforces.

This project is part of Metro's commitment to delivering a robust State of Good Repair (SGR) program that invests in modernization and enhancement to renew asset life and reduce asset breakdowns that impact daily service and customer experience.

DETERMINATION OF SAFETY IMPACT

In accordance with Metro's SGR requirements and Transit Asset Management (TAM) Plan, the C Line OCS contact wires are reaching the end of their useful life and must be replaced promptly to comply with safety and reliability standards, alongside meeting California Public Utilities Commission regulations.

FINANCIAL IMPACT

A total of $2,234,542.31 is needed for this action. The budget is contained in Capital Project 205121 - Metro Green Line OCS Wire Replacement. The Life of Project (LOP) budget is $38,350,000.00, which is within the project budget. The FY26 adopted budget includes annual funding of $5,961,341 for this project.

Since this is a multi-year contract, the Project Manager will be responsible for budgeting resources in future Fiscal Years.

Impact to Budget

The current source of funds for this action is Proposition A 35%, which is eligible for rail operations and Capital Projects. Use of Federal, State, and other local funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

EQUITY PLATFORM

The C Line OCS contact wires are located along the 105 freeway throughout Los Angeles County, including through several Equity Focus Communities (EFCs) in the cities or neighborhoods of

Downey, Paramount, Lynwood, Rancho Dominguez, Willowbrook, Westmont, Lennox, Hawthorne, and Lawndale. According to the 2022 Metro Customer Satisfaction Survey, 73% of current C Line passengers originate from households with very low income, and 74% lack access to personal vehicles for transportation. Furthermore, four out of every five riders on the C Line self-identify as belonging to Black, Indigenous, and/or People of Color (BIPOC) communities. The replacement of OCS contact wires improves the reliability of transportation, benefiting riders. Awarding the OCS contact wire purchase will minimize rail service disruption for Metro riders who rely on transit services for their mode of transportation.

This solicitation was issued under the Small Business SB Prime (Set Aside) Program. Toro Global, an SBE Prime, made a 100% SBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through capital improvement investments to replace aging Metro C Line OCS contact wires. These capital improvement investments further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

This project helps maintain system service, reliability, and safety standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

Staff considered not purchasing or replacing the third section of the C Line OCS contact wire, but it is not recommended. This option would provide inconsistent level of service between completed sections and the not completed section.

NEXT STEPS

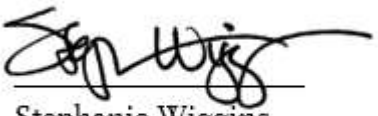
Upon approval of the recommendation, Vendor/Contract Management (V/CM) will execute Contract No. DR133227(3)000.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Daniela Amores, Senior Director, Project Control, (213) 617-6283
Geyner Paz, Chief Administrative Analyst, (213) 922-3744
Kelvin Zan, Executive Officer, Projects Engineering, (213) 617-6264
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief, Vendor/Contract Management
(213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

CONTACT WIRES FOR C LINE OVERHEAD CATENARY SYSTEM (OCS) REPLACEMENT/DR133227(3)000

1.	**Contract Number**: DR133227(3)000	
2.	**Recommended Vendor**: Toro Global	
3.	**Type of Procurement (check one) :** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates** :	
	A. Issued : October 2, 2025	
	B. Advertised/Publicized: October 2, 2025	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: October 16, 2025	
	E. Pre-Qualification Completed: October 22, 2025	
	F. Ethics Declaration Forms Submitted to Ethics: October 16, 2025	
	G. Protest Period End Date: January 20, 2025	
5.	**Solicitations Downloaded**: 11	**Bids Received**: 3
6.	**Contract Administrator**: Jessica Omohundro	**Telephone Number**: (213) 922-4790
7.	**Project Manager**: Kelvin Zan	**Telephone Number**: (213) 617-6264

A. Procurement Background

This Board Action is to approve Contract No. DR133227(3)000 issued for the procurement of one hundred thirty-three thousand two hundred forty-eight (133,248) linear feet of overhead contact wires to rebuild the Metro C Line overhead cantenary system between Aviation East IL and Wilmington IL. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On October 2, 2025, Invitation for Bids (IFB) No. DR133227(3)000 was issued as a competitive procurement in accordance with Metro's Acquisition Policy as a Small Business Set-Aside. The contract type is firm-fixed-price.

No Amendments or Clarifications were issued during the solicitation phase of this IFB.

A total of eleven (11) firms downloaded the IFB and were included in the Planholders' List. There were no questions received for this IFB prior to the bid due date.

A total of three (3) bids were received on October 16, 2025.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The three (3) bids received are listed below in alphabetical order:

1. Global Electric
2. KPA Constructors, Inc.
3. Toro Global

The recommended firm, Toro Global, was the lowest responsive and responsible bidder, and found to be in full compliance with the technical and commercial requirements.

C. Price Analysis

The recommended bid price from Toro Global has been determined to be fair and reasonable based upon adequate price competition, Independent Cost Estimate (ICE) and selection of the lowest responsive and responsible bidder.

The recommended bid amount of $2,234,542.31 is 1.7% higher than the ICE which was developed based on past procurement history.

Metro's Project Engineering has reviewed and confirmed the product being offered meets all the requirements listed in the technical specifications.

Bidder Name	Bid Amount	Metro ICE
Toro Global	$2,234,542.31	$2,196,593.28
KPA Constructors, Inc.	$2,468,525,80	
Global Electric	$3,052,022.12	

D. Background on Recommended Contractor

The recommended firm, Toro Global, is a minority woman-owned business headquartered in Mission Viejo, California. Established in 2016, Toro Global has provided products and services to the federal, state, and private sectors, specializing in industrial and construction supplies with an emphasis on electrical and infrastructure materials, including wire, cable, and related components used in the transit and utilities sectors. The firm partners with leading manufacturers to ensure product quality, technical compliance, and timely delivery in support of large-scale public works and transportation projects.

Toro Global has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

CONTACT WIRES FOR C LINE OVERHEAD CATENARY SYSTEM (OCS) REPLACEMENT/DR133227000(3)

A. Small Business Participation

This solicitation was subject to the Small Business (SB) Set-Aside program and open to certified Small Business Enterprise (SBE) firms only. Toro Global, an SBE Prime, is performing 100% of the work with its own workforce. Determined to be a regular dealer for this procurement, Toro Global is eligible to receive SBE credit equivalent to 60% of the value of the items it supplies for this contract.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	SBE % Committed
1.	Toro Global (Prime)	60%
	Total Commitment	60%

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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does **not apply** to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

MAINTENANCE & ENGINEERING

CONTACT WIRES FOR C LINE OVERHEAD CATENARY SYSTEM (OCS) REPLACEMENT

January 15, 2026

Metro

Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 12-month firm-fixed-price contract, Contract No. DR133227(3)000, to Toro Global, the lowest responsive and responsible bidder for 133,248 linear feet of contact wire to support the C Line Overhead Catenary System (OCS) Replacement Project for a firm fixed price of $2,234,542.31 inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Toro Global

NUMBER OF BIDS/PROPOSALS

Proposer Name	Bid Amount	Metro ICE	Negotiated Amount
Toro Global	$2,234,542.31	$2,196,593.28	$2,234,542.31
KPA Constructors, Inc.	$2,468,525,80		
Global Electric	$3,052,022.12		

Metro

ISSUE & DISCUSSION

DEOD COMMITMENT

This solicitation was open to certified Small Business Enterprise (SBE) firms only. Toro Global, an SB Prime, made 100% SBE commitment.

ISSUE

The existing C Line OCS contact wires are approximately 30 years old and have been in use used since the start of C Line service in 1995. Contact wires are a central railway infrastructure asset which transmits traction power to Metro rail vehicles, and are reaching the end of their useful life, and require replacement. Award of this contract is needed to complete the third section of the C Line OCS project.

Metro

ISSUE & DISCUSSION

DISCUSSION

The Metro C Line Overhead Catenary System Replacement project involves dividing the contact wire replacement into three sections along the C Line: Section A (Redondo Beach Station to Aviation Station), Section B (Aviation Station to Long Beach Station), and Section C (Long Beach Station to Norwalk Station). This procurement is to replace contact wires in Section B, which needs 133,248 feet of contact wires.

Metro

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

File #: 2025-0897, **File Type:** Contract **Agenda Number:** 37.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 15, 2026

SUBJECT: 7TH STREET METRO CENTER TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a two-year firm fixed price contract, Contract No. OP134899000 to L. K. Comstock National Transit, LLC, the lowest responsive and responsible bidder for the 7th Street Metro Traction Power Substation (TPSS) replacement project on the Metro A Line, in the amount of $16,501,575, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any; and

B. INCREASE the Life of Project Budget (LOP) for the Metro A Line 7th Metro Traction Power Substations Replacement and Project 205127 by $14,245,111, increasing the Life of Project (LOP) from $7,860,000 to $22,105,111.

ISSUE

The existing A Line 7th Street Metro TPSS equipment is approximately 35 years old, reaching the end of useful life and requiring replacement. In addition to equipment within the Traction Power Substation, three Direct Current (DC) disconnect switches near the Light Rail tunnel portal must be replaced in their entirety, and updates are required to the existing Emergency Trip System (ETS) to maintain proper operational service and safety.

BACKGROUND

The Metro A Line 7th Metro Traction Power Substations Replacement Project is a Capital Improvement Project aimed at replacing the original A Line, Light Rail Traction Power equipment, which is approaching the end of its useful life. The existing TPSS equipment was installed during the construction of the A Line, which began revenue service in 1990. The project will involve the design, manufacture, removal, and installation of new TPSS equipment featuring the latest technology. These upgrades are intended to improve energy efficiency and reliability, with an expected service life of 30 years.

In May 2021, the Board approved the Metro A Line 7th Metro Traction Power Substations Replacement Project with an LOP budget of $7,860,000.00 as part of the FY22 fiscal year budget adoption. This initial LOP budget was based on the engineering estimate for replacing Light Rail TPSS . Subsequently the Metro A Line 7th Metro Light Rail Traction Power project scope was expanded to include the replacement of Heavy Rail Traction Power system at 7th Metro and enhance the safety system on Light Rail to interface with Regional Connecter Traction Power system.

DISCUSSION

The 7th Street Metro Traction Power Substation is an existing facility and provides Traction Power to Metro A Line North, and B and D Lines. The original scope was for the replacement of Light Rail Traction Power system (A Line North). The added scope is to provide Traction Power to B and D Lines and include power redundancy for prevent degradation of services during maintenance.

The project will involve the design, manufacture, removal, and installation of new TPSS equipment that provides traction power primarily to the underground portion of Metro A Line, and B and D Lines train operation. The substation is critical to the operation of the rail line and will include the installation of the latest TPSS technology for the improvement of efficiency and energy usage. Project planned schedule will begin construction in 2026 through 2028.

A $22,105,111 budget need has been determined based on the necessary project scope and the negotiated amount for Contract No. OP134899000.

DETERMINATION OF SAFETY IMPACT

In accordance with Metro's State of Good Repair (SGR) requirements and Transit Asset Management (TAM) Plan, the 7th Street Metro TPSS equipment is reaching the end of its useful life and must be replaced promptly to comply with safety and reliability standards, alongside meeting California Public Utilities Commission regulations. Replacement of the TPSS equipment will enhance safety and will also ensure reliable power delivery to Light Rail Vehicles (LRVs) on the Metro A Line.

FINANCIAL IMPACT

A total of $22,105,111is needed for this action. The budget is contained in Capital Project 205127 - Metro Blue Line 7th Metro Traction Power Substation Replacement. The Life of Project (LOP) budget is $7,860,000 and will require an LOP increase of $14,245,111. The adopted FY26 budget includes annual funding of $1,304,944 for this project.

Since this is a multi-year project, the Project Manager will ensure that the balance of the funds is budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action is Proposition A 35%, which is eligible for rail operations and Capital Projects. Use of Federal, State, and other local funding sources currently maximizes

funding allocations given approved funding provisions and guidelines.

EQUITY PLATFORM

Metro A Line 7th Metro Traction Power Substation is located in Downtown Los Angeles. This area serves 42% zero-vehicle households and is a vital transfer point to multiple bus and rail lines, supporting the mobility of workers, students, and residents. Replacing the TPSS units will enhance transportation reliability, directly benefiting these riders.

The Diversity & Economic Opportunity Department (DEOD) recommended a 12% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. The solicitation was also subject to Metro's Local Small Business Enterprise (LSBE) program. The recommended firm, L. K. Comstock National Transit LLC, exceeded the goals by making a 12.35% SBE commitment and a 3.17% DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit. * Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through capital improvement investments to replace Metro A Line 7th Metro Traction Power Substation. These capital improvement investments further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

This project helps maintain system service, reliability and safety standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

Staff considered not replacing the A Line 7th Street Metro TPSS, but this is not recommended. The existing TPSS equipment was installed during the construction of the A Line, which began revenue service in 1990. The equipment is 35 years old and is reaching the end of its useful life and must be replaced promptly to comply with safety and reliability standards, alongside meeting California Public Utilities Commission regulations. Not replacing this equipment would negatively impact rail operations and result in safety and reliability service interruptions.

NEXT STEPS

Upon approval of the recommendation, Vendor/Contract Management (V/CM) will execute Contract No. OP134899000.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Project Expenditure Plan

Prepared by: Daniela Amores, Senior Director Project Control, (213) 617-6283
Geyner Paz, Chief Administrative Analyst, (213) 922-3744
Kelvin Zan, Executive Officer, Projects Engineering, (213) 617-6264
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

Stephanie Wiggins
Chief Executive Officer

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PROCUREMENT SUMMARY

7th STREET METRO CENTER TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT/ OP134899000

1.	**Contract Number**: OP134899000	
2.	**Recommended Vendor**: L.K. Comstock National Transit, LLC	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates** :	
	A. Issued : 8/27/2025	
	B. Advertised/Publicized: 8/27/2025	
	C. Pre-Bid Conference: 9/3/2025	
	D. Bids Due: 10/15/2025	
	E. Pre-Qualification Completed: 10/28/2025	
	F. Ethics Declaration Forms Submitted to Ethics: 10/15/2025	
	G. Protest Period End Date: 1/20/2025	
5.	**Solicitations Downloaded**: 62	**Bids Received**: 2
6.	**Contract Administrator**: Misty Atalanta Alderaan	**Telephone Number**: (213) 922-7673
7.	**Project Manager**: Kelvin Zan	**Telephone Number**: (213) 922-6788

A. Procurement Background

This Board Action is to approve the award of Contract No. OP134899000 to support the 7th Street Metro Center Traction Power Substation (TPSS) Replacement project. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Invitation for Bids (IFB) No. OP134899 was issued on August 27, 2025, in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department (DEOD) recommended a 12% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement.

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

- Amendment No. 1, issued on September 17, 2025, extended the bid due date and revised the scope of services.
- Amendment No. 2, issued on October 13, 2025, provided a relevant drawing.

A total of 62 firms downloaded the IFB and were included in the planholders' list. A virtual pre-bid conference was held on September 3, 2025, and was attended by 29 firms. There were 262 questions received for this IFB and responses were provided prior to the bid due date.

A total of two bids were received by the due date of October 15, 2025, from the firms listed below in alphabetical order:

- Balfour Beatty Infrastructure, Inc.
- L.K Comstock National Transit, LLC

Staff conducted a market survey of firms on the planholders' list to determine why no other bids were received. One respondent cited concerns related to the scope, contract terms and conditions, and available work windows; four firms responded that they were supporting as subcontractors or suppliers; three firms responded that the scope did not align with their services; and two firms submitted no bid responses with one firm stating that the bid due date did not provide enough time to get supplier quotes and the other firm stating that there was no work for their trade included in the scope. The results of the market survey indicated that there were no restrictive elements in the solicitation documents that prevented competition.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The apparent lowest bidder, L.K. Comstock National Transit, LLC's bid submission was evaluated to determine responsiveness to the solicitation requirements. Areas of responsiveness include meeting all listed minimum qualifications, such as years of experience providing TPSS design, installation, testing and commissioning services, possession of a current C-10 Electrical California Contractors license and Professional Electrical Engineer Certification.

L.K. Comstock National Transit, LLC (L.K. Comstock), was determined to be responsive, responsible and met all the minimum requirements of the IFB.

C. Price Analysis

The recommended bid price from L.K. Comstock has been determined to be fair and reasonable based on price analysis, fact finding, and technical evaluation. The contractor's bid price is $5,394,226 or 48.56% higher than Metro's Independent Cost Estimate (ICE). The ICE underestimated the costs for the DC Power Rectifier and DC Switchgear equipment and installation as well as the installation, testing, and commissioning of the AC and DC cables. Additionally, there has been increased volatility in the cost of steel and copper, including a 50% tariff on steel and aluminum imports, that have disrupted supply-chains affecting the construction industry and increasing fabrication costs. The 7th Street Metro TPSS Replacement project requires the design, manufacture, removal, and installation of new Light Rail TPSS equipment (DC Switch gear equipment, AC breaker, rectifier-transformer, and rectifier), Heavy Rail DC Switch gear, (3) DC disconnect switches near the Light Rail tunnel portal, Emergency Trip System (ETS), and all positive and negative feeder cables – equipment mainly composed of steel and copper.

Bidder Name	Metro ICE	Bid Amount
L.K. Comstock National Transit, LLC	$11,107,349.00	$16,501,575.00
Balfour Beatty Infrastructure	$11,107,349.00	$28,252,814.00

D. Background on Recommended Contractor

L.K. Comstock National Transit, LLC, founded in 1904, specializes in electrical systems and construction rail services. They have supported Metro on multiple projects as a subcontractor, including the Westside Subway extension, which was completed in 2025, and the Crenshaw/ LAX Transit Corridor completed in 2022. Reference checks confirm a strong history of positive past performance with no reported deficiencies. Overall, L.K. Comstock has demonstrated an ability to satisfactorily complete projects in a timely manner.

DEOD SUMMARY

7th STREET METRO CENTER TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT/OP134899000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. L. K. Comstock National Transit LLC exceeded the goal by making a12.35% SBE and 3.17% DVBE commitment.

Small Business Goal	12% SBE 3% DVBE	Small Business Commitment	12.35% SBE 3.17% DVBE

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	KPA Constructors, Inc.	10.00%	X	
2.	Turner Engineering Corporation	2.35%	X	
	Total SBE Commitment	**12.35%**		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Dynamik Inc.	3.17%		X
	Total DVBE Commitment	**3.17%**		

B. Local Small Business Preference Program (LSBE)

L. K. Comstock National Transit LLC., a non-LSBE prime, did not subcontract at least 30% of its contract value with eligible LSBE firms. L. K. Comstock. was ineligible for the preference.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. 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).

The initial contract does include Prevailing Wage requirements; however, the modification does not have Prevailing Wage applicability.

E. Project Labor Agreement/Construction Careers Policy

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over $2.5 million dollars: This contract is deemed subject to the PLA/CCP.

Non-Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

ATTACHMENT C

Capital Project 205127 Expenditure Plan

Metro A Line Traction Power Substation Replacement

Use of Funds	ITD	FY26	FY27	FY28	Total
Contract No. OP134899000 (L.K. Comstock National Transit LLC) Metro A Line 7th/Metro Traction Power Substation (TPSS)		$ 1,000,000	$ 10,950,800	$ 4,550,775	$ 16,501,575
Civil Work		$ 200,000	$ 100,000		$ 300,000
Metro Wayside Workforces		$ 5,000	$ 500,000	$ 220,000	$ 725,000
TPSS Engineering Design and Construction Specifications Development	$ 848,980				$ 848,980
Agency Costs (Design Support During Construction, Construction Management, Project Management, Procurement, Labor Compliance)		$ 100,000	$ 960,000	$ 660,000	$ 1,720,000
Contingency 10%					$ 2,009,556
Yearly Cash Flow Forecast	**$ 848,980**	**$ 1,305,000**	**$ 12,510,800**	**$ 5,430,775**	**$ 22,105,111**

MAINTENANCE & ENGINEERING

7TH STREET METRO CENTER TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT

January 15, 2026

Metro

Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

AWARD a two-year firm fixed price contract, Contract No. OP134899000 to L. K. Comstock National Transit, LLC, the lowest responsive and responsible bidder for the 7th Street Metro Traction Power Substation (TPSS) replacement project on the Metro A Line, in the amount of $16,501,575 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any; and

INCREASE the Life of Project Budget (LOP) for the Metro A Line 7th Metro Traction Power Substations Replacement and Project 205127 by $14,245,111, increasing the Life of Project (LOP) from $7,860,000 to $22,105,111.

Metro

ISSUE & DISCUSSION

AWARDEE

L. K. Comstock National Transit, LLC

NUMBER OF BIDS/PROPOSALS

Proposer Name	Bid Amount	Metro ICE	Negotiated Amount
L.K. Comstock National Transit, LLC	$16,501,575.00	$11,107,349.00	$16,501,575.00
Balfour Beatty Infrastructure	$28,252,814.00		

Metro

ISSUE & DISCUSSION

DEOD COMMITMENT

The Diversity & Economic Opportunity Department (DEOD) recommended a 12% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement. The solicitation was also subject to Metro's Local Small Business Enterprise (LSBE) program. L. K. Comstock National Transit LLC exceeded the goals by making a 12.35% SBE commitment and a 3.17% DVBE commitment.

ISSUE

The existing A Line 7th Street Metro TPSS equipment is approximately 35 years old, reaching the end of useful life and requiring replacement. In addition, to equipment within the Traction Power Substation, there are three (3) Direct Current (DC) disconnect switches near the Light Rail tunnel portal that must be replaced in their entirety, and updates required to the existing Emergency Trip System (ETS) to maintain proper operational service and safety.

Metro

ISSUE & DISCUSSION

DISCUSSION

The project will involve the design, manufacture, removal, and installation of new TPSS equipment that provides traction power primarily to the underground portion of Metro A Line train operation. The substation is critical to the operation of the rail line and will include the installation of the latest TPSS technology for improvement of efficiency and energy usage.

Metro

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

File #: 2025-0940, **File Type:** Appointment **Agenda Number:** 38.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 15, 2026**

SUBJECT: APPOINTMENT TO METRO GATEWAY CITIES SERVICE COUNCIL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominee for membership on Metro's Gateway Cities Service Council (Attachment A).

ISSUE

A member of the Gateway Cities Service Council resigned in September 2025 prior to completion of her term.

BACKGROUND

Metro Service Councils (MSCs) were created in 2002 as community-based bodies that improve bus service and promote service coordination with municipal and local transit providers. The MSC bylaws specify that representatives who live, work, or represent the region should have a basic working knowledge of public transit service within their area and understand passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSCs are responsible for convening public hearings to receive community input on proposed service modifications, rendering decisions for proposed bus route changes, and considering staff recommendations/public comments. All route and major service changes approved by the MSCs will be brought to the Metro Board of Directors as an information item. If the Metro Board moves an MSC -approved service change to an action item, the MSCs will be notified of this change before the next Service Council monthly meeting.

DISCUSSION

The nominating authority has nominated the individual listed below to the Gateway Cities Service Council. If approved by the Board, they will serve the remainder of the three-year term specified. Attachments A and B provide the nomination letter and a brief summary of qualifications for the new nominee.

A. David Arellano, New Appointment

Nominated by: Gateway Cities Council of Governments
Term: July 1, 2023-June 30, 2026 and July 1, 2026-June 30, 2029

Membership of this Council with this appointee compared to the region's demographics and ridership is provided in Attachment C, Table 1 (race/ethnicity) and Table 2 (sex/gender).

EQUITY PLATFORM

Metro recommends appointing Service Council members who represent the diverse needs and priorities of the respective region's demographics. To further encourage nominating authorities to nominate individuals who closely reflect the region and its ridership, Metro staff shares the Service Council membership race/ethnicity and gender demographic makeup compared to that of the residents and riders with each nomination request. This practice has resulted in greater diversity of race/ethnicity and gender over the last several years of the Service Councils. However, approximately half of LA County residents and Metro riders are women, and work is still required to achieve gender equity on some of the Service Councils. The sex/gender representation for all Service Councils with this appointment is provided in Attachment C, Table 3. Staff will continue to share demographic information and encourage nominating authorities to consider gender equity when selecting individuals for nomination.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through operational activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board -adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it makes progress towards fully appointed advisory bodies that enable local area stakeholders to provide input on how Metro's bus service is performing in their communities, thereby contributing to Metro's efforts to improve the customer experience. A fully appointed advisory body increases public engagement and provides transparency around Metro's decision-making process for service planning. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

NEXT STEPS

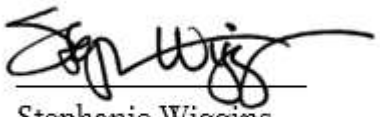
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective and share that information with the Service Councils for use in their work to plan, implement, and improve bus service and the customer experience in their areas.

ATTACHMENTS

Attachment A - Nomination Letter
Attachment B - New Appointee Biography and Qualifications
Attachment C - Service Councils Demographic Information

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

NEW APPOINTEE NOMINATION LETTER

Gateway Cities Service Council

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

December 16, 2025

Ms. Stephanie Wiggins, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Wiggins:

Nominee for the Metro Gateway Cities Service Council

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Board of Directors of the Gateway Cities Council of Governments has nominated one elected official to fill one seat expiring on June 30, 2026.

At its meeting of December 10, 2025, Gateway Cities Council of Governments Board of Directors nominated the following applicant:

- Council Member David Arellano, City of Lakewood

A copy of the nominee's application is enclosed. The nominee will serve the remaining term through June 30, 2026, and the subsequent term expiring June 30, 2029.

We would appreciate your assistance in agendizing the nomination for confirmation by the MTA Board of Directors at the next regularly scheduled meeting.

Sincerely,

Hector De La Torre
Executive Director

Enclosure

Cc: Ms. Dolores Ramos, Senior Manager, Transportation Planning Regional Service Councils

ATTACHMENT B

Service Council Nominee Qualifications

David Arellano, Nominee to Gateway Service Council



Council Member David Arellano was elected to the Lakewood City Council on March 5, 2024 by the voters of District 4. After spending his earliest years in the foster care system, he was adopted and moved to Lakewood, where he grew up, attended area schools, and graduated from Lakewood High School.

After exploring work in several fields, he started Preferred Auto Design in his driveway, growing it into a full-service collision repair center that specializes in classic car restoration. Being in business led him to join the Chamber of Commerce. Councilmember Arellano rose to city leadership by way of the Greater Lakewood Chamber of Commerce, where he recently served as Chairman of the Board.

Councilmember Arellano has also been active in the community in other ways, volunteering as a youth sports coach, including coaching track at Lakewood High School. He is an appointee to the Bellflower Unified School District Citizens Task Force, serves on the Los Cerritos YMCA Board of Directors, and has served on the Lakewood Measure L Citizens Oversight Committee. He and his wife Melina, who also grew up in Lakewood, have two school-age daughters.

ATTACHMENT C

Service Council Demographic Information

The Council Region demographics in the following tables are taken from the 2023 American Community Survey; the regional ridership is taken from the 2023 Metro Ridership Survey. With the appointment of this nominee, the Gateway Cities (GWC) Service Council membership will compare to the region's demographics and ridership as follows:

Table 1: Comparison of Gateway Cities (GWC) Service Council membership race/ethnicity demographics to the region and the region's ridership

GWC Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
GWC Council Region	65.8%	14.0%	9.3%	0.3%	7.8%	0.2%	2.2%
GWC Region Ridership	51%	16%	9%%	1%	18%	1%	4%
GWC Membership (No.)*	80% (8)	10% (1)	0% (0)	10% (1)	0% (0)	0% (0)	0% (0)

**Note: Table/percentages does not add to the exact number of Council seats as it incorporates each race Councilmembers self-identified with; some current Councilmembers identify as multi-racial.*

Table 2: Gateway Cities (GWC) Service Council membership compared to the region's gender demographics

GWC Sex/Gender	Male/ Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
GWC Region Ridership	51%	46%	2%	1%
GWC Membership (No.)	77% (7)	22% (2)	0% (0)	0% (0)

**The sex/gender composition for Los Angeles County is taken from 2022 Census Quick Facts; Census data includes a question that intends to capture current sex; there are no questions about gender, sexual orientation, or sex at birth. This is denoted by an asterisk in the "non-binary/non-conforming" and "prefer to self-describe/decline to state" fields within the table above.*

Table 3: Gender representation on all Service Councils

Sex/Gender	Male/ Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
SBC Membership (No.)	66% (6)	33% (3)	0% (0)	0% (0)
SFV Membership (No.)	66% (6)	33% (3)	0**% (0)**	0% (0)
SGV Membership (No.)	77% (7)	22% (2)	0% (0)	0% (0)
GWC Membership (No.)	77% (7)	22% (2)	0% (0)	0% (0)
WSC Membership (No.)	44% (4)	33% (3)	11% (1)	11% (1)

**The sex/gender composition for Los Angeles County is taken from 2022 Census Quick Facts; Census data includes a question that intends to capture current sex; there are no questions about gender, sexual orientation, or sex at birth. This is denoted by an asterisk in the "non-binary/non-conforming" and "prefer to self-describe/decline to state" fields within the table above.*

REGIONAL SERVICE COUNCILS

APPOINTMENT TO METRO GATEWAY CITIES SERVICE COUNCIL

Metro

Operations, Safety, & Customer Experience Committee Meeting
January 15, 2026

RECOMMENDATION

APPROVE nominee for membership on Metro's Gateway Cities Service Council

ISSUE & DISCUSSION

ISSUE

A member of the Gateway Bay Cities Service Council resigned in September 2025 prior to completion of her term.

DISCUSSION

If approved by the Board, the nominee will serve the remainder of the three-year term (July 1, 2023-June 30, 2026) tied to the seat on the Council he has been nominated to and the subsequent term of July 1, 2026-June 30-2029.

Metro

Nominating Authority

The nominating authority for all nine (9) seats on the Gateway Cities Service Council is the Gateway Cities Council of Governments.

The Gateway Cities Council of Governments has nominated David Arellano.

Metro

Demographics

With this nominee, the Service Council composition and representation will be:

GWC Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
GWC Council Region	65.8%	14.0%	9.3%	0.3%	7.8%	0.2%	2.2%
GWC Region Ridership	51%	16%	9%%	1%	18%	1%	4%
GWC Membership (No.)	80% (8)	10% (1)	0% (0)	10% (1)	0% (0)	0% (0)	0% (0)

**Note: Table/percentages does not add to the exact number of Council seats as it incorporates each race Councilmembers self-identified with; some current Councilmembers identify as multi-racial.*

GWC Sex/Gender	Male/ Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
GWC Region Ridership	51%	46%	2%	1%
GWC Membership (No.)	77% (7)	22% (2)	0% (0)	0% (0)

**Sex/gender composition for Los Angeles County is taken from 2022 Census Quick Facts; Census data includes a question intended to capture current sex; there are no questions about gender, sexual orientation, or sex at birth.*

Metro

Board Report

File #: 2025-0943, **File Type:** Contract **Agenda Number:** 39.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 15, 2026

SUBJECT: P2000, P2550 LIGHT RAIL VEHICLE and HR4000 HEAVY RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

EXECUTE Contract Modification No. 6, to Contract No. TS83056-2000, a firm fixed fee contract with Siemens Mobility, Inc. to exercise Options 2, 3 & 4 for installation and commissioning of the Integrated Data and Communication System (IDCS) on P2000, P2550 Light Rail Vehicles, and HR4000 Heavy Rail Vehicles, increasing the Not-To-Exceed (NTE) amount by $15,608,842 from $23,319,884 to $38,928,726. This action does not change the Board-approved Life-of-Project (LOP) for this project of $44,436,129.

ISSUE

The IDCS will provide real-time access to information and video on the train, reducing operations and maintenance response and diagnostics time. Further, the IDCS will improve real-time arrival predictions by tracking the vehicle location using the Global Positioning System (GPS) and calculating the vehicle location when GPS is unavailable, such as in tunnels. The system will also allow for more automatic retrieval of historical maintenance data and CCTV video. In addition, the IDCS provides live viewing of the CCTV system, enabling security personnel to respond faster to incidents. Finally, this System will employ the latest cybersecurity technology to prevent disruption from external and internal threats while providing our passengers with Wi-Fi access.

BACKGROUND

Option 2 (P2000 Light Rail Vehicles), Option 3 (P2550 Light Rail Vehicles), and Option 4 (HR4000 Heavy Rail Vehicles) are the last three of four Options under this Contract. The project was initially divided into Options for each fleet type to facilitate phased budgeting and implementation. The sequence of the Options was determined based on multiple factors. The A650 was selected as the Base Contract because it was considered a higher priority due to the need for improved location tracking in the tunnels. The P3010 was selected as the first option because it is the largest and fully available fleet. The P2000 and P2550 were selected as Option 2 and Option 3, respectively, because they are undergoing modernization. The HR4000 was selected as Option 4 because the vehicles are still in production and acceptance stages. Fifteen of the seventeen milestones have been completed

for the A650 base contract. Production for the A650 base contract was completed in March 2025, except for 7 married pairs that are currently undergoing refurbishment/modernization. Production for the P3010 Option 1 is complete, with 235 of 235 cars complete. The base and Option 1 contracts account for over 60% of the fleet and have been executed without issue. Due to the success and performance of the IDCS and Contractor on the base and Option 1 contracts, the Project recommends exercising the three remaining options at one time to more efficiently complete the project.

DISCUSSION

Metro is seeking to acquire the IDCS to provide rail connectivity and real-time access to information on the train, which will reduce operations, maintenance, and security response and diagnostics time through the following:

- Train arrival prediction information
- Maintenance response times to vehicle health monitoring
- Security and safety response times, as well as evidence collection

The IDCS is comprised of the physical device onboard (e.g., hardware) and the data management system (e.g., software). The onboard device will monitor the train's equipment to retrieve and store data on the Contractor's cloud-based server, but will not be able to control any other onboard system.

The IDCS will improve real-time arrival predictions by tracking the vehicle locations using the Global Positioning System (GPS) and calculating the vehicle locations when GPS is unavailable (e.g., tunnels). Additionally, the IDCS will enable remote, live viewing of the CCTV system, enabling security personnel to respond more quickly to incidents. The IDCS data will also be accessible via a secure web portal interface.

Lastly, the IDCS will employ the latest cybersecurity technology to prevent disruption from external and internal threats while providing our passengers with Wi-Fi. Metro trains do not currently have free public Wi-Fi, and having this access is an amenity that many customers expect whenever they occupy a building or vehicle.

Due to the successful implementation, testing, and results on the A650 Base Contract and P3010 Option 1, the IDCS Project team is confident in proceeding with options 2, 3, & 4 on the P2000, P2550 & HR4000 fleet.

DETERMINATION OF SAFETY IMPACT

The approval of exercising Options 2,3 & 4 to the Contract for the P2000, P2550 & HR4000 fleet will enhance system safety, service quality, system reliability, maintainability, and overall customer satisfaction. The IDCS project will permit Metro to embrace technological enhancements to improve maintenance capabilities, train arrival prediction algorithms, and provide access to real-time CCTV video.

FINANCIAL IMPACT

The LOP for project 214004 includes funds for the IDCS equipment/installation, software services for one year, spare parts, workforce labor, and contingency reserves, totaling $44,436,129. Currently, $4,500,000 is budgeted in the FY26 budget in Cost Center 3940 under CP-214004, IDCS project. Since this is a multi-year contract, the cost center manager will be responsible for dispersing the cost for subsequent years.

Impact to Budget
The current source of funds for this action is TDA Article 4. This funding is eligible for Capital and Operating Projects. Staff is also pursuing additional Federal, State, and Local funding sources as they become available.

EQUITY PLATFORM

This procurement maintains the availability of all the Rail Fleets in LA Metro, including those servicing Equity Focus Communities. Approval of Options 2,3 & 4 for the P2000, P2550 & HR4000 fleet ensures that all customers on Metro's light rail lines and heavy rail lines can access up-to-date technology. Additionally, this procurement supports Metro's revised Code of Conduct, a Bias-Free Policing Policy, and a Public Safety Analytics Policy by providing enhanced access to vehicle CCTV systems.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through these rail vehicle equipment purchase activities that will improve rail safety, reliability, and customer experience, further encouraging transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. The completion and rollout of the IDCS project will provide state-of-the-art assets that will provide train location, passenger WIFI, real-time CCTV

viewing, and vehicle health monitoring for all Metro trains.

ALTERNATIVES CONSIDERED

Staff considered using in-house Metro resources to perform this work. This approach is not recommended as Metro does not have sufficient resources and subject matter experts available to perform this work.

The Board may choose not to authorize the Options award for this project; however, this alternative is not recommended by Metro staff because this IDCS project is new to all the rail fleets in Metro. Delay in exercising the Options will cause a delay in providing these improved services to the remaining Metro rail fleets.

NEXT STEPS

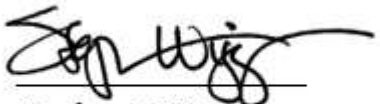
Upon Board approval, the Integrated Data and Communication System (IDCS) Options 2,3, & 4 for the P2000, P2550 LRV Fleet and HR4000 HRV Fleet will move forward.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Log
Attachment C - DEOD Summary

Prepared by: Chandrani Kahanda, Senior Engineer, Transit Vehicle Engineering (213)-617 6221
Aaron Disman, Senior Director, Transit Vehicle Engineering (213) 617-6280
Bob Spadafora, Senior Executive Officer, Rail Fleet Services (213) 922-3144
Nick Madanat, Deputy Executive Officer, Transit Vehicle Engineering, (213) 617.6281
Matt Dake, Deputy Chief Operations Officer, (213) 922-4061
Debra Avila, Deputy Chief, Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

P2000, P2550 LIGHT RAIL VEHICLE AND HR4000 HEAVY RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS)

1.	**Contract Number**: TS83056-2000			
2.	**Contractor**: Siemens Mobility, Inc.			
3.	**Mod. Work Description**: Exercise Option 2, 3 and 4 authorizing the Contractor to install, integrate, commission and test the Integrated Data and Communications System (IDCS) for P2000, P2550 and HR4000 rail vehicles.			
4.	**Contract Work Description**: Implementation of the Integrated Data and Communications System (IDCS) to provide fleet monitoring and real-time access to the information on the train. The Contractor shall be responsible for design, manufacturing, installation, integration, testing and commissioning of the monitoring system.			
5.	**The following data is current as of November 25, 2025:**			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	November 7, 2023	**Contract Award Amount:**	Base: $5,043,855
	Notice to Proceed (NTP):	December 6, 2023	**Total of Modifications Approved:**	$18,276,029
	Original Complete Date:	September 29, 2028	**Pending Modifications (including this action):**	$15,608,842
	Current Est. Complete Date:	September 29, 2028	**Current Contract Value (with this action):**	$38,928,726
7.	**Contract Administrator**: Aniza Wan Nawang		**Telephone Number**: 213-922-4677	
8.	**Project Manager**: Bob Spadafora		**Telephone Number**: 213-922-3144	

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 to exercise Option No. 2, 3 and 4 for the design, manufacturing, installation, integration, testing and commissioning of the Integrated Data and Communication System (IDCS) for P2000, P2550 Light Rail Vehicle and HR4000 Heavy Rail Vehicle fleet for a firm-fixed-price of $4,415,668, $4,775,826, and $6,417,348 respectively, increasing the total contract value by $15,608,842 from $23,319,884 to $38,928,726. The firm-fixed-price amount for Option 1

to 4 was competitively solicited during the procurement phase of the Base Contract Award.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy. The Contract with Siemens Mobility, Inc. (Siemens) was approved by the Board of Directors on October 19, 2023 under Agenda Number 32, and exercise of Option 1 for P3010 LRV fleet was approved on September 19, 2024 under Agenda Number 24.

B. Cost/Price Analysis

A market survey was conducted among the planholders to assess the viability of exercising these options, however, no responses were received. Quester Tangent, who proposed on the solicitation, provided a solution but it was priced higher than Siemens'.

At present, Metro has exercised Option 1 for the installation of the IDCS on P3010 fleet, which is Metro's largest rail fleet with 235 railcars. Pursuing a partial solution through separate procurement of these options would introduce risks relating to operational inefficiency, system integration, cost and long-term maintenance. By continuing with the existing vendor, it ensures a unified and compatible system that would support streamlined maintenance and data security. Therefore, based on these reasons, it is determined that it is in Metro's best interest to exercise the Options with Siemens.

	Proposer Name	BAFO III Option No. 2 (P2000) Proposal Amount	Metro ICE for Option No. 2
1.	Siemens Mobility	$4,415,668	$4,787,895
2.	Quester Tangent	$29,458,008	$4,787,895

	Proposer Name	BAFO III Option No. 3 (P2550) Proposal Amount	Metro ICE for Option No. 3
3.	Siemens Mobility	$4,775,826	$4,290,175
4.	Quester Tangent	$24,574,264	$4,290,175

	Proposer Name	BAFO III Option No. 4 (HR4000) Proposal Amount	Metro ICE for Option No. 4
5.	Siemens Mobility	$6,417,348	$4,801,592
6.	Quester Tangent	$22,154,480	$4,801,592

The price differences for Option 3 (11.3% higher than the ICE) and Option 4 (33.6% higher than the ICE) against the ICE are attributed to the factors below:

1. The total cost of designing, manufacturing and supplying the hardware equipment and software system including inflation - ICE understated the current market pricing and risk allowances due to price volatility.
2. The labor cost for installation, integration and commissioning was underestimated and did not accurately reflect the integration expertise and the time needed for testing, documentation and stakeholder coordination, including training.
3. The cost of data management and software service as a service (SaaS) were also underestimated in the ICE.

C. Background on Recommended Contractor

Siemens Mobility Inc. is a subsidiary of Siemens AG and has established North America's only permanent design, manufacturing, test and service facility for light rail vehicles, locomotives, and coaches specifically to guide our customers over the 30+ year design life of modern rail vehicles. Siemens Mobility is headquartered in McClellan Park, California. The McClellan Park Facility houses a full vehicle service center which provides services such as accident repair, high and low voltage repairs, overhaul, and refurbishment, as well as a dedicated Bogie Service Center which specializes in bogie overhauls, repairs, and upgrades. Siemens Mobility employs more than 140 engineers in the USA, with expertise in maintenance, system integration, and cybersecurity.

ATTACHMENT B

CONTRACT MODIFICATION LOG

P2000, P2550 LIGHT RAIL VEHICLE AND HR4000 HEAVY RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS)

Mod. no.	Description	Status (approved or pending)	Date	Amount
1	Add new Article 0 (Signature) and revise payment milestone schedule	Approved	06-20-24	$0
2	Exercise Option 1 – P3010	Approved	10-17-24	$18,051,025
3	Reconfiguration of network switch	Approved	06-05-25	$50,000
4	TS 3.8.5: Upgrade HDD storage from 1 TB to 4TB	Approved	08-29-25	$175,004
5	Revision to Milestone Payment 12 for Option 1 - P3010 (Administrative Modification)	Approved	11-14-25	$0
6	Exercise Option 2 (P2000), Option 3 (P2550) and Option 4 (HR4000)	Pending	TBA	$15,608,842
	Modification Total:			**$33,884,871**
	Original Contract:			**$5,043,855**
	Total:			**$38,928,726**

DEOD SUMMARY

P2000, P2550 LIGHT RAIL VEHICLE and HR4000 HEAVY RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS) / TS83056-2000

A. Small Business Participation

While Siemens Mobility, Inc. (SMI) made an 18% Disadvantaged Business Enterprise (DBE) commitment on this contract, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program. As such, contract goals, enforcement, and counting of participation are suspended effective October 3, 2025.

As such, while the DBE commitment is not a factor in the staff recommendation, there are 3 Metro certified small businesses participating in this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Exercise Option for P2000, P2550, and HR4000 Integrated Data & Communication System (IDCS)

January 2026

Metro

Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 2, and exercise Options 2, 3 & 4 to install and commission the Integrated Data and Communication System (IDCS) on the P2000, P2550 Light Rail Vehicle and HR4000 Heavy Rail Vehicle under Contract No. TS83056-2000 to Siemens Mobility, Inc. in the firm fixed amount of $15,608,842, increasing the total Contract amount from $23,094,880 to $38,703,722. This action does not change the board-approved LOP for this project of $44,436,129.

Metro

ISSUE & DISCUSSION

AWARDEE

Siemens Mobility, Inc.

NUMBER OF BIDS/PROPOSALS

N/A – Exercising of Option

ISSUE

Metro rail vehicles require connectivity to provide access to on-board CCTV systems, vehicle system data, passenger Wi-Fi, and to improve arrival predictions.

DISCUSSION

The IDCS provides real-time access and automatic retrieval of system data and CCTV video, improves arrival predictions, and provides passenger Wi-Fi.

Metro

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

Metro

Board Report

File #: 2025-0998, **File Type:** Contract **Agenda Number:** 40.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 15, 2026**

SUBJECT: OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 1 to Contract No. OP125246000 with Clean Energy for Divisions 2, 8, 9, and 15 to add the Operations and Maintenance (O&M) of Compressed Natural Gas (CNG) Fueling Stations at Division 13 in an amount Not-To-Exceed (NTE) $1,200,000, increasing the total contract value from $6,150,097 to $7,350,097; and

B. EXECUTE Modification No. 2 to Contract OP749030003367 with Clean Energy for Divisions 1, 3, 5, 7, 10, and 18 to continue the O&M of CNG Fueling Stations at those Divisions, in the NTE amount of $3,676,720, increasing the total contract value from $5,785,439 to $9,462,159.

ISSUE

The design, construction, and implementation of CNG infrastructure at Metro bus divisions occurred over different years, resulting in several contract awards for operations and maintenance. As a result, there are currently three separate CNG contracts in place with Clean Energy:

- Contract No. OP749030003367: Divisions 1, 3, 5, 7, 10, and 18
- Contract No. OP125246000: Divisions 2, 8, 9, and 15
- Contract No. OP83803019: Division 13

Contract OP83803019 for Division 13 expires on March 31, 2026. Rather than award a new stand-alone contract, staff recommends consolidating the Division 13 contract into the recently competitively awarded contract (OP125246000) approved by the Board in March 2025, which serves Divisions 2, 8, 9, and 15. This consolidation would streamline contract management, improve tracking and payment processes, and support consistent, safe, and timely operations.

The second recommendation addresses the continuation of CNG Operations and Maintenance services at Divisions 1, 3, 5, 7, 10, and 18. The original contract was based on projected Therm

usage aligned with the Zero Emission Bus (ZEB) Program Rollout Plan as submitted to the California Air Resources Board in 2021. Metro has since prepared a ZEB Program Master Plan in 2022, a Master Plan Update in 2023, and in September 2024, staff prepared a more detailed plan to deliver a 100% ZEB fleet no later than 2035. The revised ZEB transition schedule has led to continued reliance on CNG at higher-than-planned Therm usage, resulting in the need for additional contract authority.

BACKGROUND

Contract OP83803019 with Clean Energy, which covers the operation and maintenance of the CNG compound at Division 13 (920 N. Vignes, Los Angles), was approved by the Board in April 2013 and is scheduled to expire on March 31, 2026. In lieu of initiating a new competitive solicitation, staff recommends amending Contract OP125246000- currently serving Divisions 2 (720 E. 15th St, Los Angeles), 8 (9201 Canoga Ave, Chatsworth), 9 (3449 Santa Anita Ave, El Monte), and 15 (11900 Branford St, Sun Valley) - to include Division 13.

Contract OP125246000 was approved by the Board in February 2025 with an NTE amount of $6,150,097 for a three-year base term and $2,036,432 for each of the two one-year options for a total NTE amount of $10,222,962. The scope of services for Division 13 aligns with those already provided under this contract, and no changes to the scope of work are proposed. However, the addition of Division 13 requires an increase in contract authority for both the base term and the option terms, as the approved contract amount does not accommodate the expanded coverage. If Metro elects to exercise the Options, Staff will return to request the Board's approval.

This amendment supports a broader strategy to consolidate multiple CNG Operations and Maintenance service agreements into a single, unified contract-streamlining administration, enhancing oversight, and improving operational efficiency across divisions.

Separately, staff recommends increasing contract authority for Contract OP749030003367 with Clean Energy, which covers Divisions 1 (1130 E. 6th St, Los Angeles), 3 (630 W. Avenue 28, Los Angeles), 5 (5425 Van Ness Ave, Los Angeles), 7 (8800 Santa Monica Blvd, Los Angeles), 10 (742 N. Mission Rd, Los Angles), and 18 (450 W. Griffith St, Gardena). Originally approved by the Board in November 2021, this contract authorized an NTE amount of $5,285,439 for a five-year base term, and $5,623,284 for five one-year option terms for a total NTE amount of $10,908,723- effective March 1, 2022.

The contract's NTE amount was based on the ZEB Program Rollout Plan as submitted to CARB in 2021, which projected reduced Therm usage as CNG buses were phased out. However, the revised division electrification schedule, which aims to deliver a 100% ZEB fleet by no later than 2035, has resulted in continued Thermal consumption at higher-than-anticipated levels, depleting the base term contract authority.

Additional contract authority is necessary to maintain uninterrupted operations through the remainder of the base term.

DISCUSSION

Under these contract modifications, the contractor will continue to perform comprehensive O&M services of the CNG equipment at Metro Bus Divisions 1, 2, 3, 5, 7, 8, 9, 10, 13, 15, and 18. This includes all related electrical systems, fuel hoses and nozzles, and the gas monitoring system. The Contractor is also required to provide all repair parts, overhaul services, and consumables to include compressor oils, all other lubricants, dryer desiccants, as well as all scheduled and unscheduled replacements for compressors, motors, valves and all other equipment and appurtenances necessary to efficiently operate Metro's CNG fueling facilities.

Per contract requirements, the contractor shall provide Metro personnel with the necessary training to perform routine maintenance work. Metro will charge the contractor for the O&M work performed by Metro personnel, and the contractor shall pay for all associated labor costs.

The contract includes terms and liquidated damages designed to minimize equipment downtime and bus roll-out interruption. Liquidated damages may be imposed if bus roll-out schedule is not met, buses are directed to alternate locations for fueling to meet scheduled roll-out due to lack of fueling capacity or fueling performance, or if more than one CNG compressor is not available to operate between 5:00 PM and 5:00 AM daily.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure O&M service continuity and provide prompt response time, ensuring the delivery of safe, quality, on-time, and reliable services to our customers and the public.

FINANCIAL IMPACT

Adoption of these contract modifications for the Operation and Maintenance of CNG Gas Fueling Stations at Bus Divisions would have no additional budget impact to the agency. The FY26 budget includes $5,000,000 for this action under cost center 3367-Facilities Maintenance, account 50308, Service Contract Maintenance, project 306002, Bus Maintenance.

Since this is a multi-year contract, the cost center manager and Deputy Chief of Infrastructure Maintenance & Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

This action's current source of funds includes operating eligible sales tax funding, including Proposition A/C, Measure R/M, the Transportation Development Act, and State Transit Assistance. Given approved funding provisions and guidelines, applying these funds to this project maximizes the intent of the eligible funding.

EQUITY PLATFORM

Continued funding for the CNG contract will help ensure fleet reliability while decreasing missed trips and frequency gaps that disproportionately affect riders who rely on Metro as their primary transportation mode. This investment strengthens Metro's broader commitment to transportation

equity and environmental stewardship by improving operational resilience, advancing clean-air goals, and supporting healthier outcomes for communities that have historically experienced disproportionate environmental impacts.

These service areas include multiple communities designated as Equity Focus Communities (EFCs) or characterized by long-standing socioeconomic and environmental disparities, such as elevated pollution burdens, limited access to private vehicles, and higher levels of transit dependency. Enhancing the capacity and reliability of CNG fueling infrastructure at these divisions supports Metro's ability to operate cleaner-burning buses, thereby reducing localized emissions and ensuring more dependable service for riders.

Metro Operations remains committed to supporting EFCs by providing safe, reliable, and accessible mobility options that connect riders to jobs, educational institutions, health care, and other essential services. The services supported through this contract will directly benefit riders traveling within the service areas of Division 1, Division 3 (, Division 5, Division 7, Division 10, Division 13 and Division 18 .

While no DBE goal was established for this contract, Clean Energy listed DBE participation during the award for Contract OP125246. However, effective October 3, 2025, the U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals, counting of participation, and enforcement. While DBE participation is not a factor in the staff recommendation, there is one Metro certified small business firm participating in the contract.

While a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal was not established for OP749030003367, Clean Energy identified and added an SBE subcontractor to perform a portion of the work, and the current level of SBE participation is 1.31%.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operation and maintenance activities that will support Metro's clean energy bus fleet - streamlining administration, enhancing oversight, and improving operational efficiency across divisions. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 2: Deliver outstanding trip experiences for all transportation system users, as we are committed to providing attractive, affordable, efficient, and safe service. This Board action also supports Strategic Goal 5, providing responsive, accountable, and trustworthy governance within the Metro organization. Performing preventive maintenance, inspections, and as-needed repairs will ensure timely bus rollouts and provide safe and reliable operation of CNG fueling stations at Metro bus Divisions.

ALTERNATIVES CONSIDERED

An alternative strategy would be to decline both proposed modifications, allow the Clean Energy Contract for Division 13 to expire, and terminate the remaining contract for Divisions 1, 3, 5, 7, 10, and 18 due to lack of contract authority in its base term-bringing all associated work in-house. However, this option is currently impractical, as it would require substantial time and resources to recruit and train certified personnel, and to acquire the necessary tools, equipment, vehicles, and supplies. It would also place greater responsibility and liability on internal staff. Furthermore, internal assessments indicate that this approach is not financially sustainable for Metro, given the highly specialized and costly nature of the required expertise and operational capabilities. As such, engaging external professionals with nationwide experience and adherence to industry standards remains the most effective and prudent path forward.

Another option would be to issue a competitive solicitation; however, this is not recommended. The service is highly technical, with a very limited vendor pool. We are seeking to consolidate this service into fewer contracts, since the same vendor already provides it under other contracts. The recently awarded contract for Divisions 2, 8, 9, and 15 resulted in only one proposal, further demonstrating the limited competition.

NEXT STEPS

Upon Board Approval, staff will execute contract modifications with Clean Energy for continued Operation and Maintenance (O&M) of Compressed Natural Gas (CNG) fueling stations at Metro bus divisions.

ATTACHMENTS

Attachment A - Procurement Summary OP125246000
Attachment B - Contract Modification/Change Order Log OP125246000
Attachment C - Procurement Summary OP749030003367
Attachment D - Contract Modification/Change Order Log OP749030003367
Attachment E - DEOD Summary OP125246000
Attachment F - DEOD Summary OP749030003367

Prepared by:

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Reviewed by:

Conan Cheung, Chief Operations Officer, (213) 418-3034

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS Div 2, 8, 9 & 15 / OP125246000

1.	**Contract Number**: OP125246000			
2.	**Contractor**: Clean Energy			
3.	**Mod. Work Description**: Add Division 13 location			
4.	**Contract Work Description**: Operations and Maintenance Services for CNG Fueling Stations			
5.	**The following data is current as of**: 11/26/25			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	2/27/2025	**Contract Award Amount:**	$6,150,097
	Notice to Proceed (NTP):	5/1/2025	**Total of Modifications Approved:**	$0
	Original Complete Date:	4/20/2028	**Pending Modifications (including this action):**	$1,200,000
	Current Est. Complete Date:	4/20/2028	**Current Contract Value (with this action):**	$7,350,097
7.	**Contract Administrator**: Ana Rodriguez		**Telephone Number**: (213) 922-1076	
8.	**Project Manager**: Anthony Carballo		**Telephone Number**: (213) 418-3335	

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 issued to add the Operations and Maintenance (O&M) of Compressed Natural Gas (CNG) Fueling Stations for Division 13.

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

On February 27, 2025, the Metro Board of Directors authorized the award of a firm fixed unit rate Contract No. OP125246000 to Clean Energy to provide O&M services of CNG fueling stations at Divisions 2, 8, 9, and 15, inclusive of a three-year base and two, one-year options.

Refer to Attachment B – Contract Modification/Change Order Log

B. Cost/Price Analysis

The recommended contract authority increase has been determined to be fair and reasonable based upon firm fixed unit rates that were evaluated and established as part of the current contract awarded in February 2025 and the estimated monthly usage of therms for the location being added. The contract was awarded as a result of a competitive RFP that included evaluation of the base period and options.

Proposal Amount	Metro ICE	Negotiated Amount
NTE $1,200,000	NTE $1,200,000	**NTE $1,200,000**

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS Div 2, 8, 9 & 15 / OP125246000

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Add Division 13 O&M Services for CNG Fueling Stations	**Pending**		**$1,200,000**
	Modification Total:			**$1,200,000**
	Original Contract:			**$6,150,097**
	Total:			**$7,350,097**

PROCUREMENT SUMMARY

OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS 1, 3, 5, 7, 10 & 18/OP749030003367

1.	**Contract Number**: OP749030003367			
2.	**Contractor**: Clean Energy			
3.	**Mod. Work Description**: Add Contract Authority for the continuation of services			
4.	**Contract Work Description**: Operations and Maintenance Services for CNG Fueling Stations			
5.	**The following data is current as of**: 11/26/25			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	12/2/2021	**Contract Award Amount:**	$5,285,439
	Notice to Proceed (NTP):	3/1/2022	**Total of Modifications Approved:**	$500,000
	Original Complete Date:	2/28/2027	**Pending Modifications (including this action):**	$3,676,720
	Current Est. Complete Date:	2/28/2027	**Current Contract Value (with this action):**	$9,462,159
7.	**Contract Administrator**: Ana Rodriguez		**Telephone Number**: (213) 922-1076	
8.	**Project Manager**: Anthony Carballo		**Telephone Number**: (213) 418-3335	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued to continue to provide Operations and Maintenance (O&M) of Compressed Natural Gas (CNG) Fueling Stations for Divisions 1, 3, 5, 7, 10 and 18.

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

On December 2, 2021, the Metro Board of Directors authorized the award of a firm fixed unit rate Contract No. OP749030003367 to Clean Energy to provide O&M services of CNG fueling stations at Divisions 1, 3, 5, 7, 10 and 18, inclusive of a five-year base contract and five, one-year options.

Refer to Attachment B – Contract Modification/Change Order Log

B. Cost/Price Analysis

The recommended contract authority increase has been determined to be fair and reasonable based upon firm fixed unit rates that were evaluated and established as part of the current contract awarded in December 2021. The contract was awarded as a result of a competitive RFP that included evaluation of the base period and options. The Independent Cost Estimate (ICE) is based on the original negotiated contract rates.

Proposal Amount	Metro ICE	Negotiated Amount
NTE $3,676,720	NTE $3,676,720	NTE $3,676,720

ATTACHMENT D

CONTRACT MODIFICATION/CHANGE ORDER LOG

OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS 1, 3, 5, 7, 10 & 18/OP749030003367

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Increase the Not-to-Exceed amount of the Contract	Approved	10/23/25	$500,000
2	Increase the Not-to-Exceed amount of the Contract	**Pending**		**$3,676,720**
	Modification Total:			**$4,176,720**
	Original Contract:			**$5,285,439**
	Total:			**$9,462,159**

DEOD SUMMARY

OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS Div 2, 8, 9 & 15 / OP125246000

A. Small Business Participation

While DEOD did not establish a DBE goal for this contract based on the lack of subcontracting opportunities, Clean Energy listed DBE participation during the award of this contract. However, effective October 3, 2025, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals, counting of participation, and enforcement. As such, DBE participation is not a factor in the staff recommendation. There is one Metro certified small business participating in this contract.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

DEOD SUMMARY

OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS 1, 3, 5, 7, 10 & 18/OP749030003367

A. Small Business Participation

DEOD did not establish a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal for this contract due to the lack of subcontracting opportunities. However, Clean Energy identified and added an SBE subcontractor to perform a portion of the work. Based on payments to date, the contract is 96% complete, and the current level of SBE participation is 1.31%.

Small Business Commitment	**0.00% SBE**	**Small Business Participation**	**1.31% SBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Dr. Detail Services, Inc.	ADDED	1.31%
	Total	**ADDED**	**1.31%**

[1]*Current 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 modification.

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS

Date: JANUARY 15, 2026

Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 1 to Contract No. OP125246000 with Clean Energy for Divisions 2, 8, 9 and 15 to add the Operations and Maintenance (O&M) of Compressed Natural Gas (CNG) Fueling Stations at Division 13 in an amount Not-to-Exceed (NTE) $1,200,000 increasing the total contract value from $6,150,097 to $7,350,097; and

B. EXECUTE Modification No. 2 to Contract OP749030003367 with Clean Energy for Divisions 1, 3, 5, 7, 10 and 18 to continue the O&M of CNG Fueling Stations at those Divisions, in the NTE amount of $3,676,720 increasing the total contract value from $5,785,439 to $9,462,159.

Metro

RECOMMENDATION

AWARDEE

Clean Energy

NUMBER OF BIDS/PROPOSALS

N/A

DEOD COMMITMENT

DEOD did not establish a DBE participation goal for this procurement due to lack of subcontracting opportunities. However, Clean Energy made a 0.65% DBE commitment.

Metro

ISSUE/DISCUSSION

ISSUE

Staff recommends consolidating the Division 13 contract (OP83803019) into the more recently awarded contract (OP125246000) for Divisions 2, 8, 9, and 15 to streamline management and enhance operational consistency. They also recommend increasing contract authority for contract OP749030003367 for Divisions 3, 5, 7, 10, and 18, as updated Zero Emission Bus transition timelines have required greater-than-anticipated CNG usage, causing the contract authority to be exhausted before the base term expires.

Metro

ISSUE/DISCUSSION

DISCUSSION

The contract modifications ensure the contractor continues providing full operations and maintenance services for CNG equipment across all specified Metro divisions, including all necessary repairs, parts, and replacements.

Metro

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

File #: 2025-0870, **File Type:** Contract **Agenda Number:** 41.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 15, 2026

SUBJECT: DIGITAL PRINTING PRESS

ACTION: APPROVE CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a non-competitive firm fixed price Contract No. PS134472000 to Konica Minolta Business Solutions U.S.A, Inc. for the purchase of a large format digital printing press in support of Metro's Print Shop in the amount of $1,268,105; and

B. FINDING that there is only a single source of procurement for the item(s) set forth in recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use, as defined under Public Utilities Code Section 130237.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Metro's Print Shop's (the "Print Shop") current printing press is more than 45 years old; the typical lifespan of this equipment is 15-20 years. The age of the press makes it prone to frequent breakdowns. This jeopardizes Metro's ability to meet customer information demands, including during shake ups and other time-sensitive printing needs.

The purchase of a Konica Minolta Accurio Jet KM-1e LED UV Inkjet Press (KM-1) is recommended to replace the Print Shop's old printing press, which is already obsolete. This will improve the Print Shop's printing capabilities and modernize the digital equipment at the Print Shop.

BACKGROUND

The Print Shop was established in 1977 for the purpose of producing customer information and communications materials and is equipped with digital and offset printing machinery that produces a variety of agency materials, including decals and vinyl banners. On average, the Print Shop completes roughly 14 million printed pieces per year, which saves the agency an average of

$450,000 annually on printing services and needs. It also produces most of Metro's marketing materials, such as flyers, brochures, posters, system maps, bus car cards, stationery forms, as well as a large variety of other materials.

The Print Shop's current web press, utilized principally for producing timetables, has now been used continuously for more than 45 years. The existing press has far exceeded its normal life expectancy, and frequent breakdowns and scarcity of repair parts jeopardize Metro's ability to meet customer demand for timetables and other critical materials during shake ups and other Metro events. A new large format digital press will enable the print shop to better meet Metro's print requirements and increase the shop's capabilities, speed, reliability and quality of work. It will also enable Metro to keep about 65% more print work in-house and save nearly $500,000 per year, as opposed to contracting outside vendors, which is much more costly.

Equipment purchase for the Print Shop is a capital project that was approved in the Marketing Department's 10-year plan in 2018. Part 1 of this capital project, which was the purchase of smaller digital presses, was completed last fiscal year. Part 2, the final purchase in this capital project, is the replacement of Metro's aging web press with the KM-1 large format digital press.

DISCUSSION

In fiscal year 2025, the Print Shop produced over five million brochures, direct mailers and applications for programs, such as TAP and LIFE. Over one million brochures were printed for the Fare Capping program alone. It also produced over 65,000 car cards for Metro's buses, plus thousands of promotional items, such as pin card holders, as well as posters and coupons for bike share and Micro Transit.

The Print Shop produced materials for the openings of the A Line Extension and LAX/ Metro Transit Center. Those materials included items such as system maps, station directories, rider guides and much more. The Print Shop also produced over 11 million timetables and forms for Metro's Stationery department.

The Print Shop has kept this pace for FY26, and the shop is projecting to exceed the previous fiscal year production due to the openings of the PLE sections, as well as upcoming large-scale events, such as 2026 FIFA World Cup, Super Bowl 2027 and the 2028 Games. The purchase of a new press is required to meet the demand of delivering marketing materials and customer information on time, while reducing overall production costs.

Considerations

Other digital presses were researched and considered for the replacement of the current web press. However, many of the presses did not meet the print sheet requirements and/or too large for the Print Shop. With large scale events on the horizon, which will require production of more customer information materials than we currently produce, the KM-1 is the appropriate machine to meet those needs. In addition, no physical modifications to the Print Shop would be required to install the new printing press, with the possible exception of adjustments to electrical wiring.

The designated working area for the digital press is 180" width x 384" length x 106" tall. Metro's sheet size requirement is 23" x 29". The maximum weight for a press is 19,000 lbs. Managing the weight of the new machine is critical due to the print shop being located on the P-2 level of the Gateway parking structure. A press that is too heavy will compromise the integrity of the floor and damage or even possibly collapse through the floor. The weight of the current press is 19,000 lbs. and it is used as a guide, as it has been in that specific location without any issues since the print shop was relocated to the Gateway Building in 1995.

Other Digital Printing Presses Considered

Brand	Sheet Size	Physical Size	Weight	Comments
Ricoh Z75	23" x 29"	480" x 156" x 92"	29,762 lbs	This digital press is much too large for the shop's existing space.
HP Indigo 120k	20.8125" x 29.5"	374" x 189" x 94"	27,557 lbs	This digital press is much too large for the shop's existing space, and the maximum sheet size does not meet Metro's requirement.
Xerox IGen 5	14.33" x 26"	290" x 72" x 96"	8,889 lbs	Maximum sheet size does not meet Metro's requirement.
Fuji J Press750 HS	23" x 29.5"	289" x 104" x 80"	N/A	This press does not print on both sides of a sheet, which is not sustainable or equitable. It would require double the labor to print on both sides.
Konica-Minolta KM-1	23" x 29".5"	211.25" x 116" x 91.5"	17,857 lbs	This machine meets Metro's needs and specifications.

DETERMINATION OF SAFETY IMPACT

Contract award will ensure printing press availability, delivery schedule, setup, installation, and readiness to produce customer information, such as safety messaging, service alerts, rail posters, advisories, and agency information, for the riding public. Konica Minolta Business Solutions U.S.A, Inc. has surveyed the print shop to ensure the KM-1 can be installed safely and is compatible with the current configuration of the Print Shop. No physical alterations will be required.

FINANCIAL IMPACT

Funding for this contract in the amount of $1,268,105 will be covered by the Print Shop Press and Cutter Project's approved Life-of-Project Budget in Cost Center 7140, Customer Communications, under Project Number 290007.

Impact to Budget

The source of funding is Transportation Development Act Article 4 (TDA), which is eligible for bus and rail operating and capital expenses.

EQUITY PLATFORM

The new printing press will increase Metro's ability to produce and distribute a greater amount of customer information in multiple languages to Metro riders and non-riders, including to those located in Equity Focus Communities (EFCs), , and especially for those that do not have the ability to access the internet and various digital platforms. Currently, Metro uses direct mail service, onboard distribution, door to door delivery services and Metro customer centers to distribute this information to their customers and non-customers alike.

This action will also place Metro in compliance with Title VI and Title VI Equity Policies by enabling Metro to source materials to produce mandated customer information, transit information, intake forms and agency policies to meet Title VI and LEP requirements; mandated information, including but not limited to, systemwide service standards and policies, travel information, fare information, customer feedback forms and customer engagement forms.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through investment in an equipment purchase to help enhance the customer experience activities that will improve and benefit and further encourage transit ridership, ridesharing and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approving the purchase of a new printer aligns with Metro's strategic goals by ensuring that the print shop can produce materials for riders, which will result in providing access to updated and accurate customer information, including maps, on metro.net and on the bus and rail system.

1. Provide high-quality mobility options that enable people to spend less time traveling.
Customer information materials are essential for riders to efficiently plan their journeys and be aware of Metro's programs initiatives.

2. Deliver outstanding trip experiences for all users of the transportation system.
Accurate and reliable customer information, especially maps, enhances the overall rider experience by offering a seamless trip planning experience.

3. Enhance the communities and lives of Metro's ridership and non-riders alike by informing them of the opportunities and offers provided by Metro. Accurate and reliable maps are a gateway to mobility and opportunity for communities throughout Los Angeles, and printed materials ensure that the riding public, including low-income and minority populations, are aware of all that Metro has to offer.

ALTERNATIVES CONSIDERED

The alternative is to purchase another smaller digital printing press, which is not recommended. This smaller equipment would limit the Print Shop's ability to increase production, expand capabilities, and would cause Metro to continue to outsource print work, spending hundreds of thousands of dollars per year in the process.

NEXT STEPS

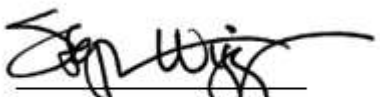
Upon approval by the Board, staff will execute Contract No. PS134472000 with Konica Minolta Business Solutions U.S.A, Inc. for the purchase of a large format digital printing press.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Robert Hartert, Printing Services Supervisor, (213) 418-3206
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Monica Bouldin, Deputy Chief Customer Experience Officer, (213) 922-4081
Zoe Ziegler, Executive Officer, Marketing, (213) 922-5661
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY
DIGITAL PRINTING PRESS / PS134472000

1.	**Contract Number**: PS134472000	
2.	**Recommended Vendor**: Konica Minolta Business Solutions U.S.A., Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☒ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: September 1, 2025	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: September 22, 2025	
	E. Pre-Qualification Completed: Pending	
	F. Ethics Declaration Forms submitted to Ethics: September 23, 2025	
	G. Protest Period End Date: January 20, 2026	
5.	**Solicitations Downloaded**: 1	**Proposals Received**: 1
6.	**Contract Administrator**: Antwaun Boykin	**Telephone Number**: (213) 922-1056
7.	**Project Manager**: Robert Hartert	**Telephone Number**: (213) 418-3206

A. Procurement Background

This Board Action is to approve Contract No. PS134472000 to Konica Minolta Business Solutions U.S.A., Inc. (Konica Minolta) for the purchase of a large format digital printing press in support of Metro's Print Shop.

This is a non-competitive procurement issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Disadvantaged Business Enterprise (DBE) goal due to a lack of subcontracting opportunities.

Metro's in-house Print Shop produces all bus and rail timetables, maps, customer communications brochures, bus car cards, posters and other printed transit materials. The Shop's current printing press is more than 45 years old, exceeding the expected 15-20-year lifespan for this equipment and is prone to frequent breakdowns.

To effectively continue producing customer information and communications materials, the current printing press must be replaced with similar, modern digital equipment. This equipment must be compatible with the technical/electrical requirements, as well as the floor plan configuration of the Print Shop. Furthermore, the new digital printing press must be compatible with the existing equipment used in the Print Shop. This will minimize training time needed and eliminate compatibility issues.

B. Evaluation of Proposal

The proposal submitted by Konica Minolta was found to be responsive to the requirements of the scope of services.

The AccurioJet KM-1e LED UV Inkjet Production digital press (KM-1) is manufactured, sold and serviced solely by Konica Minolta. Its electrical specifications are compatible with the electrical requirements of the existing equipment at the Print Shop and with Prinect, the pre-flight software currently being used in the Print Shop. Further, KM-1's footprint fits within the current floor plan configuration of the Print Shop.

C. Price Analysis

The recommended price has been determined to be fair and reasonable based on the Independent Cost Estimate (ICE), price analysis and technical analysis. Konica-Minolta's pricing reflects a 43% government discount off its published pricing.

Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
Konica Minolta Business Solutions U.S.A., Inc.	$1,268,105	$1,118,950	$1,268,105

The variance between the ICE and the recommended amount is due to the ICE not accounting for sales tax and delivery charges.

D. Background on Recommended Contractor

Konica Minolta Business Solutions U.S.A., Inc. (Konica Minolta), founded in 1873, is headquartered in Ramsey, New Jersey. It offers a wide range of services, including IT services, enterprise content management (ECM), managed print services, and industrial and commercial printing solutions. The company focuses on digital transformation and AI-driven solutions to help businesses streamline operations and enhance productivity.

Konica Minolta has been providing goods and services to Metro since 1996, and performance has been satisfactory.

DEOD SUMMARY
DIGITAL PRINTING PRESS /PS134472000

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to a lack of subcontracting opportunities. It is expected that Konica Minolta Business Solutions U.S.A., Inc. will perform the services with its own workforce.

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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.



Digital Printing Press

Operations, Safety, and Customer Experience Committee

January 15, 2026

Metro

Background

- The Metro Print Shop was established in 1977 for the purpose of producing customer information and communications materials. On average, the print shop completes over 1k printing jobs a year, which equates to an average of 14 million printed pieces. Producing printed materials in-house saves the agency an average of $450k a year.

- The print shop is equipped with digital and offset printing machinery, and they are responsible for producing most of the agency's customer information materials, such as bus and rail timetables, flyers, brochures, posters, system maps, bus car cards, forms, applications, folders and banners, as well as other materials.







Metro

Discussion

The Metro Print Shop's role is crucial to the efforts of informing riders about service and Metro-related initiatives by producing various communication materials. The typical lifespan of a printing press is 15-20 years. The print shop's existing press is more than 45 years old. It has far exceeded the normal life expectancy, and frequent breakdowns and scarcity of parts jeopardizes Metro's ability to meet customer demand for critical materials required for Shake Ups, rail openings and other agency initiatives.

Purchasing a new digital press will enable the print shop to expand its capabilities and produce materials more quickly and efficiently for posting and/or distributing systemwide, saving Metro thousands of dollars in outside printing and production costs. A greater number of materials will be needed for upcoming large-scale events, including the World Cup, Super Bowl and the Games. Therefore, it is essential to purchase and install the machine now to be ready to meet those needs in a timely fashion.

Metro

Alternatives Considered

The alternative is to purchase a smaller digital printing press, which would not enable the print shop to increase production and expand capabilities. This would force Metro to outsource printing & production and incur costs of more than $2 million over the next 20 years.

The designated working area for the digital press is 180" width x 384" length x 106" tall. Metro's sheet size requirement is 23" x 29". The maximum weight for a press is 19,000 lbs. Managing the weight of the new machine is critical due to the print shop being located on the P-2 level of the Gateway parking structure. A press that is too heavy will compromise the integrity of the floor and damage or even possibly collapse through the floor. The weight of the current press is 19,000 lbs. and it is used as a guide, as it has been in that specific location without any issues since the print shop was relocated to the Gateway Building in 1995. Therefore, other printers researched, such as the Ricoh Z75, HP Indigo 120k, Xerox IGen5 and Fuji J Press 750HS, were deemed too large or heavy and cannot be considered for purchase.

Metro

Recommendation

AUTHORIZE the Chief Executive Officer to:

A. AWARD a non-competitive firm fixed price Contract No. PS134472000 to Konica Minolta Business Solutions U.S.A, Inc. for the purchase of a large format digital printing press in support of Metro's Print Shop in the amount of $1,268,105, and;

B. FINDING that there is only a single source of procurement for the item(s) set forth in recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use, as defined under Public Utilities Code Section 130237.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Metro

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

File #: 2025-1009, **File Type:** Contract **Agenda Number:** 44.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 15, 2026

SUBJECT: METRO EXPRESSLANES - BACK OFFICE SYSTEM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS40164-2000 with TransCore LP for Metro ExpressLanes Back Office System (BOS) and exercise the first three-year option starting March 9, 2026 through March 9, 2029, in an amount Not-To-Exceed (NTE) $19,031,882, increasing the total contract price from $48,327,615 to $67,359,497.

ISSUE

A tolling BOS is required to enable Metro to efficiently operate the current I-10 and I-110 ExpressLanes. In 2018, Metro entered into an eight-year base contract (PS40164-2000) with TransCore LP to design, build, operate, and maintain the I-10 and I-110 ExpressLanes BOS. The existing contract is scheduled to expire on March 9, 2026. Staff is seeking to exercise Option 1 to add an additional three years of O&M to the existing Contract PS40164-2000. This will extend the contract through March 2029.

BACKGROUND

The ExpressLanes BOS is a software-based system that serves as the system of record and provides critical functionality, including transaction processing, customer account management, transponder management, legally mandated interoperability, payment processing, and toll violation handling. The BOS is tightly integrated with two other core components of the ExpressLanes system: the Roadside Toll Collection System that handles roadside infrastructure and dynamic pricing, and the Account Services component that covers the staff and facilities needed to provide account support to ExpressLanes users.

PS40164-2000 was awarded to TransCore LP on January 25, 2018 to design, implement, the existing BOS. The board approved the Contract with an eight-year base and two three-year options, with subsequent board action to execute the options.

DISCUSSION

The existing BOS is reaching the end of its base contract on March 9, 2026, after over five years of operation. Staff is requesting Board approval to exercise the first three-year option, extending the current contract through March 9, 2029.

The three-year extension will allow ExpressLanes to continue providing the systems and services including transaction processing, customer account management, and toll revenue collections, along with additional services. As of November 30, 2025 the current Metro ExpressLanes BOS processed 41.1 million trips from December 1, 2024 through November 30, 2025.

Pass-Through Costs
Staff have identified several costs to be handled as pass-through items on this contract, which eliminates markup on those items, reduces contract risk, translates into lower fixed unit price proposals, and therefore provides the best value for Metro. These include postage, mail house handling costs (e.g., printing), and communications leased lines.

DETERMINATION OF SAFETY IMPACT

This Board action is not anticipated to have an impact on the safety of Metro's patrons or employees. Further, this Board action is not anticipated to have any impact on drivers, including ExpressLanes customers. The BOS contract does not include any physical infrastructure on the Metro corridors.

FINANCIAL IMPACT

Funding for this Contract will come from toll revenues. The funds required for FY26 are included in the FY26 budget in Cost Center 2220, Project Numbers 307001 and 307002, Account 50308, Task 03.11.

Since this is a multi-year project, the cost center manager, the Executive Officer of Congestion Reduction, and the Deputy Chief Operations Officer of Shared Mobility will be responsible for budgeting the cost in future years.

Impact to Budget

The funding for this Contract is from toll revenues generated on the I-10 and I-110 ExpressLanes. Toll revenue funds are not eligible for bus and rail operating expenses outside of the ExpressLanes corridors.

EQUITY PLATFORM

This BOS contract delivers the ExpressLanes program with essential system capabilities to efficiently and effectively implement equity-oriented initiatives and programs to ensure low-income households are afforded equitable access to the ExpressLanes and their benefits. The BOS is required to enable, provide, and/or support all of the ExpressLanes program's equity benefits, including but not limited to: administration of the Low Income Assistance Program, efficient deployment of a Pay-As-You-Go (PAYG) alternative, collection of revenues for disbursement through net toll grants to local communities, provision of incremental transit service subsidies, and faster and more reliable service

for transit patrons on the corridors. Metro ExpressLanes currently has 19,229 qualifying LA County households actively enrolled in the Low Income Assistance Program, has awarded over $103 million in grants to improve the neighborhoods around the ExpressLanes corridors (52% of which are Equity Focus Communities), and offers transit users a time savings of 12 minutes per trip on average compared to the general purpose lanes.

The Diversity & Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal for Contract PS40164-2000 due to a lack of subcontracting opportunities. However, as a result of TransCore's outreach efforts, they were able to identify and add an SBE subcontractor to perform a portion of the work. Based on payments the contract is 75% complete and the current level of SBE participation is 6.71%.

VEHICLE-MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through operational and maintenance activities that will improve, benefit, and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

The ExpressLanes program offers several programs that support VMT reduction including the Transit Rewards program to incentivize transit use and the Carpool Loyalty program to encourage ridesharing. Additionally, toll revenues are used to fund transportation corridor improvements that promote non-driving travel modes including pedestrian infrastructure enhancements, bicycle facilities, transit amenities, and more frequent transit service. Quantitatively, a recent report by the California State Transportation Agency indicates that roadway pricing strategies like congestion pricing (e.g., ExpressLanes) are estimated to produce an overall VMT reduction of 17% on average (CTP 2040).

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The ExpressLanes Back Office System contract supports Strategic Goal 1, providing high-quality mobility options that enable people to spend less time traveling by offering travelers on the corridor a reliable and convenient travel mode alternative.

The ExpressLanes Back Office System contract also supports Strategic Goal 2, delivering outstanding trip experiences for all users of the transportation system, by improving the customer experience for ExpressLanes travelers.

ALTERNATIVES CONSIDERED

The Board may elect not to extend the current contract for an additional three years of O&M for the existing BOS contract. This alternative is not recommended because it would create a lapse in the service provided to ExpressLanes customers. Further, the ExpressLanes program will be unable to process any new transactions or perform any customer account service activities effectively rendering the program inoperational.

NEXT STEPS

Upon Board approval, staff will take the necessary steps to exercise Option 1 under Contract No. PS40164-2000 for continued operations and maintenance.

ATTACHMENTS

Attachment A - Procurement Summary PS40164-2000
Attachment B - Contract Modification/Change Order Log PS40164-2000
Attachment C - DEOD Summary

Prepared by:

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Stephen Lee, Senior Manager, Transportation Planning, (213) 407-4538
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Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by:

Conan Cheung, Chief Operations Officer, (213) 418-3034

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
METRO EXPRESSLANES - BACK OFFICE SYSTEM/PS40164-2000

1.	**Contract Number**: PS40164-2000			
2.	**Contractor**: TransCore, LP			
3.	**Mod. Work Description**: Exercise Option 1			
4.	**Contract Work Description**: ExpressLanes Back Office System			
5.	**The following data is current as of**: 11/25/2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	1/25/2018	**Contract Award Amount:**	$48,327,615
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$0
	Original Complete Date:	6/13/2026	**Pending Modifications (including this action):**	$19,031,882
	Current Est. Complete Date:	6/13/2026	**Current Contract Value (with this action):**	$67,359,497
7.	**Contract Administrator**: Antonio Monreal		**Telephone Number**: (213)922-4679	
8.	**Project Manager**: Rosa Zamorano		**Telephone Number**: (213)922-5584	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 to exercise a three-year option, in an amount Not-To-Exceed (NTE) $19,031,882 increasing the total NTE amount from $48,327,615 to $67,359,497.

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

On January 25, 2018, the Metro Board of Directors authorized the award of a firm fixed unit rate Contract No. PS40164-2000 to TransCore, to implement and maintain the Metro ExpressLanes Back Office system (BOS) inclusive of an eight-year base period and two, three-year options.

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

B. Cost/Price Analysis

The recommended price of the option has been determined to be fair and reasonable based upon firm fixed unit rates that were established as part of the original contract and a subsequent assessment of current market pricing. The option pricing is more favorable as there have been increases in the labor rates and the cost of pass-throughs that would be required to perform the services. Exercising the option also ensures the continuation of the maintenance of the BOS during the implementation of the new system at the current rates.

Proposal Amount	Metro ICE	Negotiated Amount
NTE $19,031,882	NTE $19,031,882	NTE $19,031,882

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOGMETRO EXPRESSLANES - BACK OFFICE SYSTEM/PS40164-2000

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Revise Statement of Work, Exhibit B Pricing Agreement and SP-13 Liquidated Damages	Approved	12/13/19	$0
2	**Exercise Option 1 (Years 9-11) and extend Period of Performance through March 2029**	**Pending**		**$19,031,882**
	Modification Total:			**$19,031,882**
	Original Contract:			**$48,327,615**
	Total:			**$67,359,497**

DEOD SUMMARY

EXPRESSLANES BACK OFFICE SYSTEM / PS40164-2000

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal for Contract PS40164000 due to a lack of subcontracting opportunities. However, as a result of TransCore's outreach efforts, they were able to identify and add two SBE subcontractors to perform a portion of the work. Based on payments the contract is 75% complete and the current level of SBE participation is 6.71%.

Small Business Commitment	**0.00% SBE**	**Small Business Participation**	**6.71% SBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Kambrian Corporation	ADDED	6.71%
2.	Transportation Mobility Solution	ADDED	TBD
	Total	**ADDED**	**6.71%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

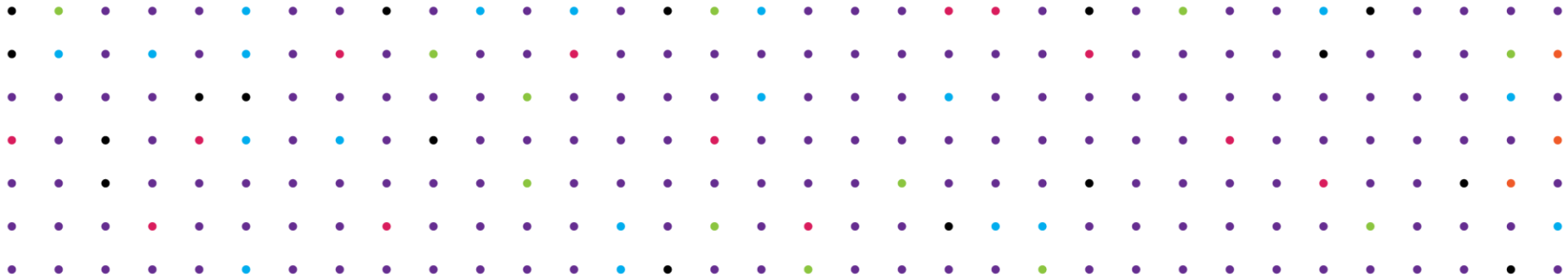
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Shared Mobility

ExpressLanes Back Office System (BOS)



Operations, Safety, & Customer Experience Committee Meeting
January 15, 2026

ISSUE & DISCUSSION

ISSUE

- A tolling Back Office System (BOS) is required to enable Metro to operate the current I-10 and I-110 ExpressLanes and prepare for future corridors, including I-105
- BOS Functionality includes Account Management System, Customer Notifications System, Case Management System, Self-Service Systems (e.g., Interactive Voice Response (IVR), website, etc.)
- The existing BOS contract (PS40164-2000) is scheduled to expire on March 9, 2026. Staff is seeking to Execute Contract Modification No.2, to add an additional three years of O&M to the existing contract PS40164-2000

Metro

ISSUE & DISCUSSION

DISCUSSION

- The existing BOS contract was awarded in 2018, and has been in operation for approximately 5 years, it will expire on March 9, 2026
- If the Board does not approve the Recommendation to exercise Option 1, for a three-year contract extension through March 9, 2029, this will create a lapse in service to ExpressLanes customers
- If the Board does not approve the Recommendation to exercise Option 1, ExpressLanes program will be unable to process any new transactions or perform any customer account service activities effectively, rendering the program inoperational

Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

EXECUTE Modification No. 2 to Contract No. PS40164-2000 with TransCore LP for Metro ExpressLanes Back Office System (BOS) and exercise the first three-year option starting March 9, 2026 through March 9, 2029, in an amount Not-To-Exceed (NTE) $19,031,882, increasing the total contract price from $48,327,615 to $67,359,497.

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

File #: 2025-1017, **File Type:** Contract **Agenda Number:** 45.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JANUARY 15, 2026**

SUBJECT: ON-ROUTE OPPORTUNITY CHARGERS FOR ZERO EMISSION BUSES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a seven-year, firm fixed unit rate contract, Contract No. OP128598000 to Camber Operating, Inc., for the acquisition and installation of up to 73 on-route opportunity chargers and associated components, parts, and software, and a Service Level Agreement (SLA) for the maintenance of the equipment in the Not-To-Exceed (NTE) amount of $58,244,127, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved Contract Modification Authority (CMA).

ISSUE

This action authorizes the award of a contract to acquire, install, and commission up to 73 on-route opportunity chargers and associated components, parts, and software. The Contract also includes a warranty, Service Level Agreement (SLA), and the acquisition of electrical Switchgear needed for each location, but excludes any supporting civil site work. The on-route chargers are needed to support zero-emission buses operating across Metro's system.

BACKGROUND

In July 2017, the Board approved Motion 50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment A), which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero emission by 2030. This was contingent on cost and performance equivalence with Compressed Natural Gas (CNG) buses and continued advancements in technology. In 2018, the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate zero-emission fleets by 2040. Metro has met all state-mandated program requirements a decade earlier than the ICT mandate and is committed to a goal of 100% zero emissions for all future procurements.

In January 2023, the Board authorized staff to issue a Best Value Request for Proposals (RFP) using competitive negotiations pursuant to PCC § 20217 for the procurement of new Battery Electric Buses (BEBs) and to support charging infrastructure.

As Metro onboards battery electric buses (BEBs), on-route opportunity charging is essential to enable Metro's future BEB fleet to complete its longer service blocks. In December 2024, Metro released a solicitation for up to 73 on-route opportunity chargers to support the necessary expansion of Metro's on-route charging infrastructure. The procurement was intentionally structured to encourage maximum competition and inclusivity, allowing for a range of charging equipment and solutions from Contractors and equipment manufacturers. Metro has already begun working with the electrical utility service planning departments for the new electrical feeds that will be required for the opportunity charging equipment.

DISCUSSION

Camber Operating Company, Inc.'s offer represents the highest rated and best value to Metro when all technical and price factors are considered in accordance with the RFP evaluation criteria.

The initial order of 13 on-route opportunity chargers will be installed at North Hollywood Station and Universal City / Studio City Station to support the North San Fernando Valley Transit Improvements Project (NSFV TIP) and North Hollywood to Pasadena BRTs and other local routes. They will also be installed at Divisions 8 (Chatsworth) and 15 (Sun Valley) to support the electrification of the NSFV TIP.

The contract also includes up to 60 future on-route opportunity chargers. As Metro's BEB fleet grows, additional on-route opportunity charging infrastructure may be required. Future on-route chargers will be acquired through a task order in the contract once analysis and site studies determine the required locations and quantities.

A six-year SLA and warranty for the new charging equipment is included to guarantee that qualified and experienced personnel are readily available for preventative maintenance, advanced troubleshooting, and major repairs. Preventative maintenance includes routine inspections, cleaning, adjustments, part and or filter replacement, and testing as directed by the charger's original equipment manufacturer (OEM) to ensure optimal system performance and to prevent unexpected failures. The SLA also requires the contractor to provide remote response service to reset the charging equipment and send a service technician on-site within 24 hours (7 days a week) to address problems as needed. This SLA incorporates insights gained from previous contracts, allows for liquidated damages to be assessed for chargers not restored to service within 48 hours of written notice, and if multiple chargers are down concurrently for warranty repairs, thereby enhancing equipment availability and reliability.

If the Board approves this contract, then Camber Operating Company, Inc., is expected to acquire, deliver, install, test, commission, warranty, and provide an SLA for up to 73 on-route opportunity chargers and associated components, parts, and software.

DETERMINATION OF SAFETY IMPACT

There is no impact on safety. The recommendation supports the expansion of Metro's on-route opportunity charging infrastructure, which is needed for Metro's future BEB fleet.

FINANCIAL IMPACT

The budget of $2.5 million for the start-up activities associated with the initial order of 13 chargers is included in the FY26 budget under Project 202815 - Division 8 Charging Infrastructure, cost center 3048. The budget for the equipment and installation of the 13 chargers will be included in the FY27 annual budget under Project 202815 - Division 8 Charging Infrastructure, which has a total Life of Project Budget of $65,150,000. Since this is a multi-year contract, the project manager(s) and Sr. Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

Impact to Budget

Project 202815 has an adopted Life of Project (LOP) budget of $65,150,000. The current sources of funds are $10 million in Low Carbon Transit Operations Program (LCTOP) funds for the acquisition of opportunity charging equipment and $55,150,000 in Transportation Development Act Article 4 (TDA ART 4). The funding sources are eligible for bus & rail operations and capital projects.

EQUITY PLATFORM

The on-route opportunity chargers will support the operation of BEBs, which will operate on routes restructured through the NextGen transit service plan. The service area of the corridors is 147 square miles, encompassing 2.2 million people in 650,000 households and 750,000 employees. Therefore, the corridors contain approximately 21% of the County's population and approximately 20% of the County's employment.

The zero-emission bus program projects are targeted at benefiting communities with some of the greatest mobility needs in Los Angeles County. The project service corridors are composed of 88% of Low-Income Communities as identified by AB 1550, 73 percent disadvantaged Communities as identified by SB 535, and 61% Equity Focus Communities as defined by Metro's EFC definition.

The initial order of 13 on-route opportunity chargers includes installations at Divisions 8 (Chatsworth) and 15 (Sun Valley) to support electrification of the North San Fernando Valley Transit Improvements Project. Division 8 serves a total of 352 census tracts, with 95 identified as Equity Focused Communities. Division 15 services a total of 501 census tracts, with 230 identified as Equity Focused Communities.

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of certified firms that provide this service.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these improving VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT to ensure continued progress.

This item supports Metro's systemwide strategy to reduce VMT through equipment purchase activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Goal #3, Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative approach would be to forgo the purchase of opportunity chargers and depend solely on depot charging to support the BEB fleet. However, this strategy is not advisable given the current limitations in BEB technology, which restricts range and affects the ability to fully replace the compressed natural gas (CNG) bus fleet for certain routes.

NEXT STEPS

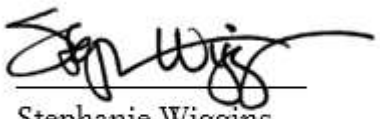
Upon Board approval, staff will execute Contract No. OP128598000 with Camber Operating Company, Inc., and issue a Notice to Proceed.

ATTACHMENTS

Attachment A - Board Motion 50
Attachment B - Procurement Summary
Attachment C - DEOD Summary

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Stephanie Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
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Los Angeles, CA

File #: 2017-0524, **File Type:** Motion / Motion Response **Agenda Number:** 50

REVISED
REGULAR BOARD MEETING
JULY 27, 2017

Motion by:

DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an $890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

energy technologies.

SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN AND SOLIS AS AMENDED BY SOLIS, KUEHL AND BARGER

RECOMMENDATION

WE THEREFORE MOVE that the Board:

A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;

B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:

1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion

2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;

C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and

D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

A. As part of establishing a working group:

1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;

2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.

B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;

C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

A. Will electric buses and their batteries deliver the guaranteed range and service?

B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?

C. Which strategies will maximize Metro's ability to receive cap and trade credits?

D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?

E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?

F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?

G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.

H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?

I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

ATTACHMENT B

PROCUREMENT SUMMARY

ON-ROUTE OPPORTUNITY CHARGERS FOR ZERO EMISSION BUSES/OP128598000

1.	**Contract Number**: OP128598000	
2.	**Recommended Vendor**: Camber Operating Company, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 12/31/2024	
	B. Advertised/Publicized: 12/31/2024	
	C. Pre-Proposal Conference: 1/15/2025	
	D. Proposals Due: 5/21/2025	
	E. Pre-Qualification Completed: 12/10/2025	
	F. Ethics Declarations Form Submitted to Ethics: 5/27/2025	
	G. Protest Period End Date: 1/20/2026	
5.	**Solicitations Downloaded**: 104	**Bids/Proposals Received**: 3
6.	**Contract Administrator:** Antonio Monreal	**Telephone Number:** (213) 922-4679
7.	**Project Manager**: Alberto Garcia	**Telephone Number**: (213) 922-6760

A. Procurement Background

This Board Action is to approve Contract No. OP128598000 for the procurement and installation of up to 73 on-route opportunity chargers for zero emission buses and associated components, parts, and software, and a six (6) year Service Level Agreement (SLA) for the maintenance of the equipment. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. OP128598 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate.

Seven (7) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued January 24, 2025, extended the proposal due date.
- Amendment No. 2, issued February 18, 2025, extended the proposal due date.
- Amendment No. 3, issued March 19, 2025, revised the scope of services, technical requirements, and evaluation criteria, and extended the proposal due date.
- Amendment No. 4, issued April 11, 2025, revised the scope of services and extended the proposal due date,

- Amendment No. 5, issued April 29, 2025, revised the sample agreement document, scope of services, and schedule of quantities and prices, and extended the proposal due date.
- Amendment No. 6, issued May 8, 2025, revised the scope of services and technical requirements.
- Amendment No. 7, issued May 16, 2025, extended the proposal due date.

A total of 104 firms downloaded the RFP and were included on the planholders' list. A virtual pre-proposal conference was held on January 15, 2025, and was attended by 32 participants. There were 139 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received by the due date of May 21, 2025, and are listed below in alphabetical order:

1. Camber Operating Company, Inc. (Camber)
2. EO Charging US, Inc. (EO Charging)
3. New Flyer of America Inc. (New Flyer)

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro's Bus Acquisition and Alternative Delivery/Construction Management departments was convened to conduct a comprehensive technical evaluation of the proposals received.

The RFP required that all proposals be evaluated on the minimum qualifications on a pass/fail basis. Any proposer that received a single rating of "fail" for any of the minimum qualifications would be eliminated from further consideration.

The minimum qualifications were as follows:

1. Proposer and or Subcontractor must demonstrate it has provided fast Direct Current (DC) bus charging equipment (min 50kW) to a minimum of three (3) transit agency clients within the past three (3) years.

2. Proposer and or Subcontractor must be authorized by the Original Equipment Manufacturer (OEM) to service the equipment during the entire term of the contract.

3. Proposed equipment must be Buy America compliant.

All three proposers met the minimum qualification requirements and were further evaluated according to the following evaluation criteria:

- Proposer experience and past performance 20 percent
- Proposed work plan and approach 25 percent

- Technical compliance and charger capabilities 30 percent
- Price Proposal 25 percent

The evaluation criteria are appropriate and consistent with criteria developed for other similar procurements. Several factors were considered when developing these weights, giving the greatest importance to technical compliance and charger capabilities.

On July 22, 2025, the evaluation committee conducted virtual interviews with the firms. The firm's key personnel had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed each firm's technical proposal with a focus on the work plan, proposed charging equipment, service level agreements, and a demonstration of the charging equipment. Each firm was asked questions regarding their plan to install, test and commission the proposed charging equipment, service level agreement for the charging equipment, operating temperature of the equipment, and specifications of the equipment.

One firm was determined to be outside the competitive range and was not included for further consideration.

Qualifications Summary of Firms within the Competitive Range:

Camber Operating Company, Inc.

Camber has been operating commercial EV chargers for more than 15 years. Under their previous designation as Proterra Energy, the EV charging team installed over 1,500 ports for DC-fast charging (DCFC) systems, including all-in-one chargers and pantograph systems. Camber has built and operated a large commercial network of DC-fast chargers for fleets in North America. These projects include a multitude of on-route, transit charging projects that include charging stations and pantograph charging, including projects for CapMetro, Broward County, and BC Transit in Canada.

EO Charging US, Inc.

EO Charging is headquartered in Greenville, South Carolina.

Metro conducted discussions with Camber and EO Charging regarding the firm's technical proposals, clarifications, contract exceptions, and price assumptions. These discussions were held to give the proposers within the competitive range an opportunity to fully address and meet Metro's requirements.

Upon conclusion of the discussions, Metro issued a request for Best and Final Offers (BAFO) on September 11, 2025. BAFO proposals were distributed to the PET for technical scoring in accordance with the evaluation criteria established in the solicitation.

At the conclusion of the evaluation process, which was comprised of technical evaluations of submitted proposals, oral presentations, comprehensive discussions with both firms in the competitive range, and review of BAFOs, EO Charging's proposal was determined to be the highest-ranked proposal.

On November 10, 2025, Metro issued the Notice of Intent to Award to EO Charging and this item was originally scheduled to be presented to the Operations Committee on November 20, 2025. However, the item was withdrawn prior to the committee meeting due to concerns with the recommended awardee that surfaced after the Notice of Intent to Award was issued.

A second Pre-Qualification review revealed areas of concern regarding EO Charging's financial stability. Upon further inquiry, Metro received information from EO Charging which led to Metro determining that proceeding with the award to EO Charging would expose Metro to significant risks. On December 4, 2025, EO Charging was notified that their Pre-Qualification application was not approved, and they were subsequently deemed non-responsive, making EO Charging ineligible for award.

On December 16, 2025, Metro rescinded the previously issued Notice of Intent to Award and Metro proceeded to conduct the Pre-Qualification review of Camber, the next qualified proposer.

The following is a summary of the PET scores for the eligible proposer:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Camber Operating Company, Inc.**				
3	Proposer (including subcontractors) experience and past performance	75.35	20.00%	15.07	
4	Proposed work plan and approach	76.76	25.00%	19.19	
5	Technical compliance and charger capabilities	92.43	30.00%	27.73	
6	Price Proposal	100.00	25.00%	25.00	
7	**Total**		**100.00%**	**86.99**	**1**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE), price analysis, fact finding, and technical evaluation. Through the BAFO process, staff was able to achieve a savings of $19,723,662 from the original proposed price.

	Proposer Name	Proposal Amount	Metro ICE	Best and Final Offer
1	Camber Operating, Inc.	$77,967,789	$118,489,187	$58,244,127

The variance between the ICE and the recommended award amount is attributable to several factors. First, Metro's ICE included a 12-year Service Level Agreement (SLA) term, which was then reduced to a 6-year SLA term. Further, the ICE assumed higher unit rates for the equipment and related services based on previous purchases of similar equipment from a different manufacturer. Lastly, the ICE originally assumed that the chargers would be purchased at set times through the life of the contract, whereas the solicitation was later amended to include an escalation/de-escalation formula based on the Producer Price Index and capped at a maximum of 7% per annum. The de-escalation provisions will allow Metro to benefit if there were a change in the market conditions for this equipment and pricing were to be reduced. The escalation provisions will allow Metro to only pay for actual escalation based on current market conditions rather than commit to preset price escalations throughout the contract that might result in higher costs to Metro.

D. Background on Recommended Contractor

Camber Operating Company, Inc. operates out of their headquarters in Miami, Florida and has been in business for 15 years. The Camber team has experience with providing solutions to transit agencies such as CapMetro in Austin, Texas, Greenlink Transit in Greenville, South Carolina, and Miami-Dade County Transit in Miami, Florida.

DEOD SUMMARY

ON-ROUTE OPPORTUNITY CHARGERS FOR ZERO EMISSION BUSES/OP128598000

A. Small Business Participation

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of certified firms. Camber Operating, Inc. is expected to perform the work with its own workforce.

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. 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).

E. Project Labor Agreement/Construction Careers Policy

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

F. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

VEHICLE MAINTENANCE & ENGINEERING

ON-ROUTE OPPORTUNITY CHARGERS FOR ZERO EMISSION BUSES

Metro

Operations, Safety, & Customer Experience Committee Meeting
January 15, 2026

RECOMMENDATION

A. AWARD a seven-year, firm fixed unit rate contract, Contract No. OP128598000 to Camber Operating Company, Inc. for the acquisition and installation of up to 73 on-route opportunity chargers and associated components, parts, and software, and a Service Level Agreement (SLA) for the maintenance of the equipment in the Not-To-Exceed (NTE) amount of $58,244,127, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

Metro

PROPOSAL EVALUATION

Evaluation Criteria	Maximum Points	Camber Operating Company, Inc.
Proposer (including subcontractors) Experience and Past Performance	20.00	15.07
Proposed Work Plan and Approach	25.00	19.19
Technical Compliance and Charger Capabilities	30.00	27.73
Price Proposal	25.00	25.00
Total Score	**100.00**	**86.99**
Original Proposal		$77,967,789
BAFO Proposal		$58,244,127

Metro

ISSUE

In January 2023, the Board authorized staff to issue a federally-funded Best Value Request for Proposals (RFP) using competitive negotiations pursuant to PCC § 20217 for the procurement of new Battery Electric Buses (BEBs) and to support charging infrastructure.

As Metro onboards BEBs to meet the goal of a zero-emission bus fleet, on-route opportunity charging is essential to enable Metro's future BEB fleet to complete its longer service blocks. This action authorizes the award of a contract to acquire, install, and commission up to 73 on-route opportunity chargers.

Metro

DISCUSSION

Staff's recommendation presents the firm that is most advantageous to Metro. Camber Operating Company, Inc.'s offer represents the highest rated and best value to Metro when all technical and price factors are considered in accordance with the RFP evaluation criteria.

Upon Board approval of the contract, Camber Operating Company, Inc. will install and commission up to 73 on-route opportunity chargers and associated components, parts, and software. The Contract also includes a warranty, Service Level Agreement (SLA), and the acquisition of electrical switchgear needed for each location but excludes any supporting civil site work.

The initial order includes 13 chargers. Additional chargers will be procured under the contract only after a thorough analysis and site studies demonstrate the necessity for expanded charging infrastructure.

Metro